



# Meeting Notice

The next meeting of the Gunnison Valley Transportation Authority (RTA) will take place:

**November 4, 2022 at 8:00 a.m.**

**In the Crested Butte Council Chambers  
located in the Crested Butte Town Offices,  
507 Maroon Avenue in Crested Butte.**

For copies of the agenda and minutes of previous meetings, please go to [www.gunnisonvalleyrta.org/meetings](http://www.gunnisonvalleyrta.org/meetings) or call Scott Truex at 970-275-0111.

Two or more County Commissioners may be in attendance at this meeting.

Also, three or more RTA Board Members may attend the monthly Mayor/Manager meetings which are held at noon on the first Thursday of each month – call Scott Truex at 970-275-0111 for the next meeting location.



**AGENDA – NOVEMBER 4, 2022**  
**GUNNISON VALLEY TRANSPORTATION AUTHORITY**  
**CRESTED BUTTE TOWN OFFICES**  
**TOWN COUNCIL CHAMBERS – 8:00 A.M.**

8:00 A. INTRODUCTION

**CONSENT AGENDA – motion & decision requested** to approve the consent agenda

- B. ADOPTION OF THE AGENDA
- C. APPROVAL OF SEPTEMBER 16, 2022 MEETING MINUTES
- D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT
- E. CORRESPONDENCE
- F. OLD BUSINESS
  - 1) Air program reports
  - 2) Bus program reports

**REGULAR AGENDA**

- 8:05 F. OLD BUSINESS - continued
- 3) Airport update – Rick Lamport
  - 4) Tourism and Prosperity Partnership report – John Norton
  - 5) Bus service update – Scott Truex, Jon Galle & Tasha Cifuentes
  - 6) Update on Bus Purchase – Scott Truex
  - 7) Air Command report – Scott Truex & David Clayton
  - 8) Airport Survey Results summer, 2022 – Kent Myers, Leia Morrison & David Becher
  - 9) 2022-23 winter air service update – Bill Tomcich & Kent Myers
  - 10) Bus Storage Facility Construction update – Scott Truex & Leia Morrison

8:55 G. PUBLIC COMMENT PERIOD

9:00 H. COMMENTS FROM BOARD MEMBERS & STAFF

9:05 I. NEW BUSINESS

- 1) Deposit Agreement with Fading West Development, LLC depositing \$380,000 with Fading West for the possible 2023 purchase of a five-plex on West Denver Avenue in Gunnison Scott Truex – **motion & decision requested**
- 2) Approval of contract with Gunnison County and Gunnison Valley Health to provide senior transportation in 2023 – Scott Truex – **motion and decision requested**
- 3) Approval of contract with Gunnison County and Mountain Express to provide senior transportation in 2023 – Scott Truex – **motion and decision requested**
- 4) Adoption of GVRTA 2022 Revised Budget – Scott Truex – **motion and decision requested**
- 5) Discussion regarding 2023 and future budget options based upon potential change in commuter bus operations – Scott Truex

- 6) Adoption of GVRTA 2023 Budget – Scott Truex – **motion and decision requested**
- 7) Adoption of GVRTA 2023-2027 Five-year financial plan – Scott Truex – **motion and decision requested**
- 8) Approval of 2023 GVRTA Board of Directors Meeting dates – Scott Truex – **motion and decision requested**
- 9) Discussion regarding possible contract with JSX to provide air service between Austin and Gunnison during the winter of 2022/23 – Kent Myers and Bill Tomcich
- 10) **Executive session** for the purpose of determining positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and/or instructing negotiators, under C.R.S. Section 24-6-402(4)(e) for the purpose of conferring with staff and consultants regarding a possible contract with JSX to provide air service between Austin and Gunnison during the winter of 2022/23 – Janet Farmer – **motion & decision requested**
- 11) Potential authorization of the Board Chair to sign a contract with JSX to provide air service between Austin and Gunnison during the winter of 2022/23 – Kent Myers and Bill Tomcich – discussion and ***possible motion and decision requested***

10:00 J. ADJOURNMENT OF REGULAR MEETING

**Next Meeting** – December 9, 2022 at 8:00 a.m. in the Gunnison County Courthouse

All times are approximate – the meeting may move more quickly or more slowly than indicated.

GUNNISON VALLEY TRANSPORTATION AUTHORITY  
MEETING MINUTES  
September 16, 2022

Gunnison County Commissioners Chamber

A. INTRODUCTION

Roland Mason called the meeting to order at 8:06 am

Board members in attendance: Janet Farmer (via ZOOM), Boe Freeburn, Jason MacMillan, Liz Smith, Roland Mason

Also present: Scott Truex, Leia Morrison, Kent Myers, Bill Tomcich (ZOOM), Jeff Moffett, Jon Gally, Rick Lamport, John Norton, Danny Bartelli, and community members

CONSENT AGENDA

B. ADOPTION OF THE AGENDA

C. APPROVAL OF PREVIOUS MEETING MINUTES

1) Approval of August 12, 2022 meeting minutes

D. EXECUTIVE DIRECTOR'S FINANCIAL REPORT

E. CORRESPONDENCE

F. OLD BUSINESS

1) Air program reports

2) Bus program reports

It was noted that Janet Farmer was allowed to attend via Zoom since she is being impacted by ongoing COVID-19 issues.

Boe Freeburn ***moved to approve the consent agenda as presented.*** Liz Smith seconded the motion. The motion passed unanimously.

**REGULAR AGENDA**

F. OLD BUSINESS

3) Airport Update - Rick Lamport

Rick Lamport reported that the terminal construction is progressing. The east side of the parking lot is not open yet but will be once the roadway in the front has been paved. They do not have an official opening day scheduled yet, but the board will be informed of this once they do. A food service RFQ will be solicited soon.

4) Tourism Association Report - John Norton

John Norton reported that lodging properties have raised their rates significantly, the drive market declined, air market was very strong; consequently, lodging and other revenues are solid. Texas and the southeast are the focus of TAPP's marketing efforts. Rick Lamport added that the private airport was also much busier this summer. He also stated that the airport was

the busiest he had seen yet. It was reported that the rental car companies have been struggling with their fleet. Kent Myers reported that summer airport service was up about 30%, not including JSX. We don't know what the fares were this summer because we had no guarantees. John Norton shared that CBMR will report at the end of the month on what the EPIC pass sales look like for the winter season. Because of staffing shortages in housekeeping, in particular, many resort communities charge higher nightly rates.

5) Bus service update - Scott Truex and Jon Galle

Truex reported that August ridership was up 41% year over year. The RTA carried over 18,000 passengers in August. The 7:40 am CB South bus that services the school-aged children has been overcrowded, and the RTA is paying to back the buses up with a van so as not to leave anyone behind. The Winter driver update will happen at the next RTA meeting. Winter bus service begins November 23rd.

6) Update on Bus Purchase - Scott Truex

The two CNG buses have been ordered and will arrive by February 2023. We are still waiting on the grant contract for the Congressionally Directed Spending (formerly knowns as earmarks) awarded a year ago. Scott is working with CDOT on fast-tracking the grant contract.

7) Air Command Report - Scott Truex

All major Air Command topics will be discussed further at this meeting.

8) 2022 summer air service - Kent Myers and Bill Tomcich

Kent Myers reported that summer ended strong with high load factors for United Denver service. The Houston service, however, had load factors of 40%. Bill Tomcich reported fares were high earlier this summer and peaked in May, but fare structures relaxed as the summer progressed.

9) Airport Surveys - Kent Myers

No update at this time. There will be a formal presentation at the November meeting.

10) 2022-2023 Winter Air Service - Bill Tomcich

The CRJ700 that Skywest has been flying for United for the past year and a half, will most likely be swapped with the E-175, but the FAA has not approved this new aircraft for both runways. Kent Myers reported that both United and American contracts have been signed. Pacing from a load factor standpoint is doing very well, including Houston. However, DEN on United is not as strong as it used to be due to reduced seats. DFW is higher than last year, but there has been a seat reduction. American has it in their schedule to be able to switch out an Airbus 319 with two CRJ-700s out of different flight banks. JSX ran a 90% load factor and loaded their Dallas service this winter. The airport memorandum of understanding (MOU) with JSX still needs to be signed.

11) Bus Storage Facility Construction - Scott Truex & Leia Morrison

Scott Truex reported that we are currently waiting on the state inspector, who has delayed progress. The building should be shipped in early October.

## 12) Fading West Housing Purchase - Scott Truex

Scott Truex reported that there have been some issues ensuring that RTA funds are secured. The expense is budgeted for 2023. There will be an update at a later RTA meeting.

## G. PUBLIC COMMENT PERIOD

Scout Walton, a Skyland resident, wanted to reiterate that consistent air service is vital to our communities vitality.

Jennifer Barvitsky, a Gunnison resident, was in attendance to thank the board of directors for bringing in the JSX service. She stated that she would love to see increased JSX service, and she hopes to have the opportunity to fly it in the future. She thanked the board for this addition to the community.

Chad Zummach, a Gunnison resident and vice president of the Gunnison Bank & Trust Company, came to support the additional JSX service and sees it as a huge economic benefit to the valley. He feels that there has also been a positive effect on small businesses in the valley.

Mike Dawson, President of Cattlemen's Days and Gunnison business owner, reiterated the support for JSX. He shared that airfare pricing affects local charities like Cattlemen's Days, and the increased competition within air service helps lower these fare costs.

## H. COMMENTS FROM BOARD MEMBERS AND STAFF

None.

### New Business

1) Deed Restriction to be put in place by Margaret Levy on Solstice Condominiums, Unit G prior to purchase by the GVRTA – Scott Truex

Scott Truex reported that the title company will sign and record the Margot Levy Deed restriction. The Town of Crested Butte will hold the deed restriction. Scott will email this out to the board once it is complete.

2) Resolution Number 2, Series 2022 – A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY, AUTHORIZING THE PURCHASE OF REAL PROPERTY FOR THE USE OF THE GUNNISON VALLEY TRANSPORTATION AUTHORITY – Solstice Condominiums, Unit G – Scott Truex – Liz Smith ***moved to adopt Resolution Number 2, Series 2022.*** Jason MacMillan seconded the motion, which passed unanimously.

3) Authorization of the Board Chair to sign a Master Lease Agreement with AEX, Inc. in order to allow AEX, Inc. to lease Solstice Condominiums, Unit G to their employees providing services for the GVRTA – Scott Truex

Boe Freeman ***moved to authorize the Board Chair to sign the Master Lease Agreement as presented.*** Jason MacMillan seconded the motion, which passed unanimously.

4) Renewal of Contract with Social Firekeeper, LLC for the services of Leia Morrison during 2023 and 2024 – Leia Morrison & Scott Truex

Liz Smith ***moved to authorize the Board Chair to sign the contract with Social Firekeeper, LLC. as presented.*** Boe Freeburn seconded the motion, which passed unanimously.

5) Renewal of a contract with Airplanners, LLC to provide air service consulting in 2023 and 2024 – Kent Myers, Bill Tomcich, & Scott Truex

Kent Myers announced to the board that he is retiring in December. After discussion, Liz Smith ***moved to authorize the Board Chair to sign the contract with Airplanners, LLC. as presented.*** Jason MacMillan seconded the motion, which passed unanimously.

6) GVRTA Draft 2023 Budget – Scott Truex

Scott Truex reported on the major highlights in the 2023 Draft budget. Danny Bartelli presented to the board to better explain these maintenance facility requests. Scott Truex reported that summer flights are budgeted at \$700,000.

7) 2023 – 2027 DRAFT GVRTA Five-year Financial Plan – Scott Truex –

Scott Truex highlighted the 2027 draft GVRTA five-year financial plan.

8) Discussion regarding a possible contract with JSX to provide air service between Austin and Gunnison during the winter of 2022/23 – Kent Myers and Bill Tomcich

Kent reported that JSX is asking for a subsidy for the Austin service, not the Dallas service. An executive session was requested to discuss proprietary information.

9) Executive session for the purpose of determining positions relative to matters that may be subject to negotiations, developing a strategy for negotiations, and/or instructing negotiators, under C.R.S. Section 24-6-402(4)(e) for the purpose of conferring with staff and consultants regarding a possible contract with JSX to provide air service between Austin and Gunnison during the winter of 2022/23 – Roland Mason

At this point Janet Farmer moved and Liz Smith seconded a ***motion that this meeting of Board of the Gunnison Valley Transportation Authority adjourn and, upon affirmative vote of two-thirds of the members present, reconvene in executive session for the sole purpose of Determining positions relative to matters that may be subject to negotiations; developing strategy for negotiations; and instructing negotiators as authorized by CRS 24-6-402(4)(e) for the purpose of discussing negotiations with JSX for possible winter service.*** The motion passed unanimously.

Roland Mason stated the following: “This Executive Session is not open to the public and action may not be taken.

For the record, I am the presiding officer; Roland Mason. It is Friday, September 16, 2022 and the time is 9:52 a.m. Present at this Executive Session are the RTA board members in attendance and the following persons: Kent Myers, Bill Tomcich, Jeff Moffett, Scott Truex and Leia Morrison. If, at any point in the Executive Session, any participant believes the discussion is going outside the proper scope of the Executive Session, please interrupt the discussion and make an objection for the record.”

The board moved into executive session at 9:52 a.m.

The executive session was concluded at 10:20 a.m.

Roland Mason stated that “For the record, if any person who participated in the Executive Session believes that any substantial discussion of any matters not included in the motion to go into Executive Session occurred during the Executive Session or that any improper action occurred during the Executive Session in violation of the Open Meetings Law, I would ask that you state your concerns for the record.” No concerns were stated.

10) Potential authorization of the Board Chair to sign a contract with JSX to provide air service between Austin and Gunnison during the winter of 2022/23 – Kent Myers and Bill Tomcich

Janet Farmer ***moved to authorize the board chair sign a contract with JSX air for an amount of \$120,000, which will come out of the 2022 budget and includes JSX providing 48 round trips between Austin and Gunnison with the amount to be prorated if less than 48 trips are flown and includes JSX and TAPP marketing the flights and authorization is contingent upon there being a signed MOU contract between JSX and the airport for the winter season.*** Jason MacMillan seconded the motion, which passed unanimously.

The meeting adjourned at 10:23 am

**These minutes are the final version approved by the Board of Directors of the Gunnison Valley Transportation Authority at its meeting on November 4, 2022.**

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Roland Mason, Secretary





## September, 2022 - Financial Report:


This report was prepared for the GVRTA Board of Directors on October 26, 2022 with information provided by the County Finance Department and shows posted revenues through August, 2022 and expenditures through September, 2022.

### Sales Tax Revenues:




| <b>Gunnison Valley Transportation Authority</b><br><b>Sales Tax Revenues</b> |                     |                     |                     |                     |                        |                |                   |                     |
|--|---------------------|---------------------|---------------------|---------------------|------------------------|----------------|-------------------|---------------------|
| Month  | 2019                | 2020                | 2021                | Budget<br>2022      | Actual<br>2022         | % vs<br>Budget | % Change<br>21-22 | Projected<br>2022   |
| Jan  | \$ 268,551          | \$ 313,013          | \$ 365,491          | \$ 367,000          | \$ 445,738.68          | 21.5%          | 22.0%             | \$ 445,739          |
| Feb  | \$ 260,830          | \$ 315,712          | \$ 392,187          | \$ 368,000          | \$ 464,948.54          | 26.3%          | 18.6%             | \$ 464,948          |
| Mar  | \$ 288,248          | \$ 245,671          | \$ 460,733          | \$ 425,000          | \$ 559,797.80          | 31.7%          | 21.5%             | \$ 559,798          |
| April  | \$ 209,259          | \$ 205,492          | \$ 310,227          | \$ 295,000          | \$ 332,943.86          | 12.9%          | 7.3%              | \$ 332,944          |
| May  | \$ 226,656          | \$ 233,927          | \$ 347,074          | \$ 330,000          | \$ 386,830.03          | 17.2%          | 11.5%             | \$ 386,830          |
| June   | \$ 356,093          | \$ 373,164          | \$ 539,591          | \$ 514,000          | \$ 591,654.53          | 15.1%          | 9.6%              | \$ 591,654          |
| July   | \$ 496,362          | \$ 509,375          | \$ 635,020          | \$ 656,000          | \$ 694,820.61          | 5.9%           | 9.4%              | \$ 694,821          |
| Aug  | \$ 433,103          | \$ 464,055          | \$ 555,011          | \$ 567,000          | \$ 630,917.76          | 11.3%          | 13.7%             | \$ 630,918          |
| Sept   | \$ 385,137          | \$ 472,333          | \$ 546,497          | \$ 581,000          |                        |                |                   | \$ 546,497          |
| Oct  | \$ 295,453          | \$ 364,890          | \$ 412,742          | \$ 394,000          |                        |                |                   | \$ 412,742          |
| Nov  | \$ 249,916          | \$ 296,457          | \$ 359,587          | \$ 333,000          |                        |                |                   | \$ 359,587          |
| Dec  | \$ 386,581          | \$ 426,868          | \$ 487,011          | \$ 492,000          |                        |                |                   | \$ 487,011          |
| <b>Year-to-date</b>  | <b>\$ 2,539,102</b> | <b>\$ 2,660,409</b> | <b>\$ 3,605,334</b> | <b>\$ 3,522,000</b> | <b>\$ 4,107,651.81</b> | <b>16.6%</b>   | <b>13.9%</b>      |                     |
| <b>Full Year</b>   | <b>\$ 3,856,189</b> | <b>\$ 4,220,957</b> | <b>\$ 5,411,171</b> | <b>\$ 5,322,000</b> |                        | <b>11.1%</b>   | <b>9.3%</b>       | <b>\$ 5,913,489</b> |

| <b>Gunnison Valley Transportation Authority</b><br><b>Financial Report - September, 2022</b> |                        |                           |                   |                     |
|--|------------------------|---------------------------|-------------------|---------------------|
|  | YTD<br>Actual          | 2022<br>Adopted<br>Budget | Revisions         | 2022<br>Projected   |
| <b>Distribution of Sales Tax Revenues among GVRTA funds</b>                                  | <b>\$ 4,107,651.81</b> | <b>\$ 5,322,000</b>       | <b>\$ 591,489</b> | <b>\$ 5,913,489</b> |
| (Future months are projected flat to 2021)   |                        |                           |                   |                     |
| <b>Sales Tax to General Fund</b>   | \$ 1,513,488.81        | \$ 1,522,000              | \$ (8,511)        | \$ 1,513,489        |
| <b>Sales Tax to Capital Fund</b>   | \$ 1,944,163.00        | \$ 2,200,000              | \$ 1,550,000      | \$ 3,750,000        |
| <b>Sales Tax to Air Command Fund</b>   | \$ 250,000.00          | \$ 1,200,000              | \$ (950,000)      | \$ 250,000          |
| <b>Sales Tax to Senior Transportation Fund</b>   | \$ 400,000.00          | \$ 400,000                | \$ -              | \$ 400,000          |
|  | <b>\$ 4,107,651.81</b> | <b>\$ 5,322,000</b>       | <b>\$ 591,489</b> | <b>\$ 5,913,489</b> |



GVRTA Fund Reports:

| <b>GVRTA General Fund</b>   |  |                 |                |                  |                  |
|---|--|-----------------|----------------|------------------|------------------|
|  <b>Financial Report - September, 2022</b> |  | <b>YTD</b>      | <b>2022</b>    |                  | <b>2022</b>      |
|   |  | <b>Actual</b>   | <b>Adopted</b> | <b>Revisions</b> | <b>Projected</b> |
|   |  |                 | <b>Budget</b>  |                  |                  |
| <b>Beginning Fund Balance</b>   |  | \$ 2,890,613    | \$ 2,612,731   | \$ 277,882       | \$ 2,890,613     |
| <b>Revenues</b>   |  |                 |                |                  |                  |
| <b>Sales Tax Revenues</b>   |  | \$ 1,513,488.81 | \$ 1,522,000   | \$ (8,511)       | \$ 1,513,489     |
| <b>Sales Tax - Clerk</b>  |  | \$ 27,144.93    | \$ 25,000      | \$ 9,000         | \$ 34,000        |
| <b>Interest Charges</b>   |  | \$ 931.22       | \$ 3,000       | \$ (1,000)       | \$ 2,000         |
| <b>Other Fines</b>  |  | \$ 8,766.33     | \$ 6,000       | \$ 8,000         | \$ 14,000        |
| <b>Rental Income</b>  |  | \$ 19,800.00    | \$ 26,400      | \$ 5,600         | \$ 32,000        |
| <b>Refund of Expenditures</b>   |  | \$ -            | \$ -           | \$ 47,183        | \$ 47,183        |
| <b>Earnings on Investments</b>  |  | \$ (193,129.22) | \$ 25,000      | \$ (214,000)     | \$ (189,000)     |
| 5311 A & O <b>FTA 5311 Admin. &amp; Operating Grant funded by ARP</b>   |  | \$ 356,863.00   | \$ 242,618     | \$ 114,245       | \$ 356,863       |
| <b>Total Revenues</b>   |  | \$ 1,733,865.07 | \$ 1,850,018   | \$ (39,483)      | \$ 1,810,535     |
| <b>Expenditures:</b>  |  |                 |                |                  |                  |
| <b>Postage</b>  |  | \$ 74.00        | \$ 100         | \$ -             | \$ 100           |
| <b>Photocopies</b>  |  | \$ -            | \$ 100         | \$ (100)         | \$ -             |
| <b>Supplies &amp; Equipment Under \$4,000</b>   |  | \$ 255.40       | \$ 4,000       | \$ -             | \$ 4,000         |
| <b>Building Repair and Maintenance</b>  |  | \$ 23,201.07    | \$ 30,000      | \$ -             | \$ 30,000        |
| <b>Travel - Transportation</b>  |  | \$ 639.20       | \$ 8,000       | \$ (6,500)       | \$ 1,500         |
| <b>Travel - Meals</b>   |  | \$ 262.80       | \$ 6,000       | \$ (4,500)       | \$ 1,500         |
| <b>Travel - Lodging</b>   |  | \$ 2,227.12     | \$ 6,000       | \$ (3,000)       | \$ 3,000         |
| <b>Legal Services</b>   |  | \$ 5,651.34     | \$ 8,000       | \$ 0             | \$ 8,000         |
| <b>Contracted Temporary Help - Marcy &amp; RAE</b>  |  | \$ -            | \$ 12,000      | \$ -             | \$ 12,000        |
| <b>Contract Svcs - Social Firekeeper, GPS, Bus Stops</b>  |  | \$ 47,580.69    | \$ 60,000      | \$ (4,000)       | \$ 56,000        |
| <b>Management Services - TMS</b>  |  | \$ 75,000.00    | \$ 90,000      | \$ -             | \$ 90,000        |
| <b>Meetings - Registrations</b>   |  | \$ 750.00       | \$ 2,000       | \$ (1,250)       | \$ 750           |
| <b>State Fees</b>   |  | \$ 19,106.36    | \$ 34,000      | \$ -             | \$ 34,000        |
| <b>Treasurer's Fees</b>   |  | \$ 46,418.51    | \$ 50,000      | \$ 17,000        | \$ 67,000        |
| <b>Late Night Taxi Donation</b>   |  | \$ 30,000.00    | \$ -           | \$ 30,000        | \$ 30,000        |
| <b>Advertising, Notices, Public Outreach &amp; Website</b>  |  | \$ 5,572.45     | \$ 20,000      | \$ (8,000)       | \$ 12,000        |
| <b>Dues &amp; Memberships</b>   |  | \$ 5,990.31     | \$ 14,000      | \$ (4,000)       | \$ 10,000        |
| <b>Auditing</b>   |  | \$ 8,014.00     | \$ 7,600       | \$ 414           | \$ 8,014         |
| <b>Insurance &amp; Bonds</b>  |  | \$ 9,610.88     | \$ 11,500      | \$ 2,500         | \$ 14,000        |
| <b>Investment Commissions/Fees</b>  |  | \$ -            | \$ 100         | \$ -             | \$ 100           |
| <b>Transfer to County General Fund</b>  |  | \$ 9,750.00     | \$ 11,700      | \$ -             | \$ 11,700        |
| 5311 - A <b>Management Services - TMS</b>   |  | \$ 75,000.00    | \$ 90,000      | \$ -             | \$ 90,000        |
| 5311 - O <b>Diesel Fuel</b>   |  | \$ 76,321.81    | \$ 80,000      | \$ 30,000        | \$ 110,000       |
| 5311 - O <b>CNG Fuel</b>  |  | \$ 171,693.72   | \$ 225,000     | \$ 35,000        | \$ 260,000       |
| 5311 - O <b>Repair &amp; Maintenance - Vehicles</b>   |  | \$ 301,793.91   | \$ 270,000     | \$ 180,000       | \$ 450,000       |
| 5311 - O <b>Purchased Transportation Services</b>   |  | \$ 1,368,632.53 | \$ 1,920,000   | \$ 60,000        | \$ 1,980,000     |
| <b>Total Expenditures</b>   |  | \$ 2,283,546.10 | \$ 2,960,100   | \$ 323,564       | \$ 3,283,664     |
| <b>Ending General Fund Balance</b>  |  | \$ 2,340,932    | \$ 1,502,649   | \$ (85,165)      | \$ 1,417,484     |
| Report shows posted revenues through August and expenditures through September.   |  |                 |                |                  |                  |
| Report prepared by Scott Truex with information from the County Finance department on October 26, 2022.                     |  |                 |                |                  |                  |

## GVRTA Fund Reports:

| <b>GVRTA Capital Reserve Fund</b><br>Financial Report - September, 2022<br> |  | YTD<br>Actual   | 2022<br>Adopted<br>Budget | Revisions      | 2022<br>Projected |
|--|--|-----------------|---------------------------|----------------|-------------------|
| <b>Beginning Fund Balance</b>  |  | \$ 249,948      | \$ 249,948                | \$ -           | \$ 249,948        |
| <b>Revenues:</b>   |  |                 |                           |                |                   |
| <b>Sales Tax Revenues</b>  |  | \$ 1,944,163.00 | \$ 2,200,000              | \$ 1,550,000   | \$ 3,750,000      |
| SB 267 <b>State Capital Grant (facility)</b>   |  | \$ 267,555.19   | \$ 1,530,000              | \$ 606,439     | \$ 2,136,439      |
| 5339/FASTER - C <b>Federal Capital Grant (bus)</b>   |  | \$ -            | \$ -                      | \$ -           | \$ -              |
| <b>Total Revenues</b>  |  | \$ 2,211,718.19 | \$ 3,730,000              | \$ 2,156,439   | \$ 5,886,439      |
| <b>Expenditures:</b>   |  |                 |                           |                |                   |
| 5339/FASTER - C <b>Bus Purchase</b>  |  | \$ -            | \$ -                      | \$ -           | \$ -              |
| SB 267 <b>Facility Design and Construction</b>   |  | \$ 970,666.47   | \$ 2,000,000              | \$ 460,000     | \$ 2,460,000      |
| <b>Housing Purchase</b>  |  | \$ 621,782.26   | \$ 1,600,000              | \$ (598,238)   | \$ 1,001,762      |
| <b>Capital Improvements</b>  |  | \$ -            | \$ -                      | \$ -           | \$ -              |
| <b>Total Expenditures</b>  |  | \$ 1,592,448.73 | \$ 3,600,000              | \$ (138,238)   | \$ 3,461,762      |
| <b>Ending Fund Balance</b>   |  | \$ 869,217      | \$ 379,948                | \$ 2,294,677   | \$ 2,674,625      |
| Report shows posted revenues through August and expenditures through September.  |  |                 |                           |                |                   |
| Report prepared by Scott Truex with information from the County Finance department on October 26, 2022.  |  |                 |                           |                |                   |
| <b>GVRTA Air Command Fund</b>  |  |                 |                           |                |                   |
| Financial Report - September, 2022<br>                                      |  | YTD<br>Actual   | 2022<br>Adopted<br>Budget | Revisions      | 2022<br>Projected |
| <b>Beginning Fund Balance</b>  |  | \$ 2,488,213    | \$ 2,485,713              | \$ 2,500       | \$ 2,488,213      |
| <b>Revenues:</b>   |  |                 |                           |                |                   |
| <b>Sales Tax Revenues</b>  |  | \$ 250,000.00   | \$ 1,200,000              | \$ (950,000)   | \$ 250,000        |
| <b>SCASD Grant</b>   |  | \$ -            | \$ 200,000                | \$ (200,000)   | \$ -              |
| <b>Total Revenues</b>  |  | \$ 250,000.00   | \$ 1,400,000              | \$ (1,150,000) | \$ 250,000        |
| <b>Expenditures:</b>   |  |                 |                           |                |                   |
| <b>Airline Guarantees - Winter 21-22</b>   |  | \$ 171,236.00   | \$ 740,380                | \$ (389,144)   | \$ 351,236        |
| <b>Professional Services -Airplanners &amp; RRC</b>  |  | \$ 84,972.31    | \$ 90,000                 | \$ 22,000      | \$ 112,000        |
| <b>Contract with Airport for Airline Mechanic</b>  |  |                 | \$ 32,000                 | \$ 4,000       | \$ 36,000         |
| <b>Airline Guarantees - Summer</b>   |  | \$ 90,000.00    | \$ 700,000                | \$ (610,000)   | \$ 90,000         |
| <b>Total Expenditures</b>  |  | \$ 346,208.31   | \$ 1,562,380              | \$ (973,144)   | \$ 589,236        |
| <b>Ending Fund Balance</b>   |  | \$ 2,392,005    | \$ 2,323,333              | \$ (174,356)   | \$ 2,148,977      |
| Report shows posted revenues through August and expenditures through September.  |  |                 |                           |                |                   |
| Report prepared by Scott Truex with information from the County Finance department on October 26, 2022.  |  |                 |                           |                |                   |
| <b>GVRTA Senior Transportation Fund</b>  |  |                 |                           |                |                   |
| Financial Report - September, 2022<br>                                    |  | YTD<br>Actual   | 2022<br>Adopted<br>Budget | Revisions      | 2022<br>Projected |
| <b>Beginning Fund Balance</b>  |  | \$ 334,510      | \$ 329,386                | \$ 5,124       | \$ 334,510        |
| <b>Revenues:</b>   |  |                 |                           |                |                   |
| <b>Sales Tax Revenues</b>  |  | \$ 400,000.00   | \$ 400,000                | \$ -           | \$ 400,000        |
| <b>Total Revenues</b>  |  | \$ 400,000.00   | \$ 400,000                | \$ -           | \$ 400,000        |
| <b>Expenditures:</b>   |  |                 |                           |                |                   |
| <b>Capital Expenses</b>  |  | \$ 74,838.00    | \$ 70,000                 | \$ 7,500       | \$ 77,500         |
| <b>Contracted Services</b>   |  | \$ 212,735.79   | \$ 360,000                | \$ (70,000)    | \$ 290,000        |
| <b>Total Expenditures</b>  |  | \$ 287,573.79   | \$ 430,000                | \$ (62,500)    | \$ 367,500        |
| <b>Ending Fund Balance</b>   |  | \$ 446,936      | \$ 299,386                | \$ 67,624      | \$ 367,010        |
| Report shows posted revenues through August and expenditures through September.  |  |                 |                           |                |                   |
| Report prepared by Scott Truex with information from the County Finance department on October 26, 2022.  |  |                 |                           |                |                   |

## Summary of all Funds

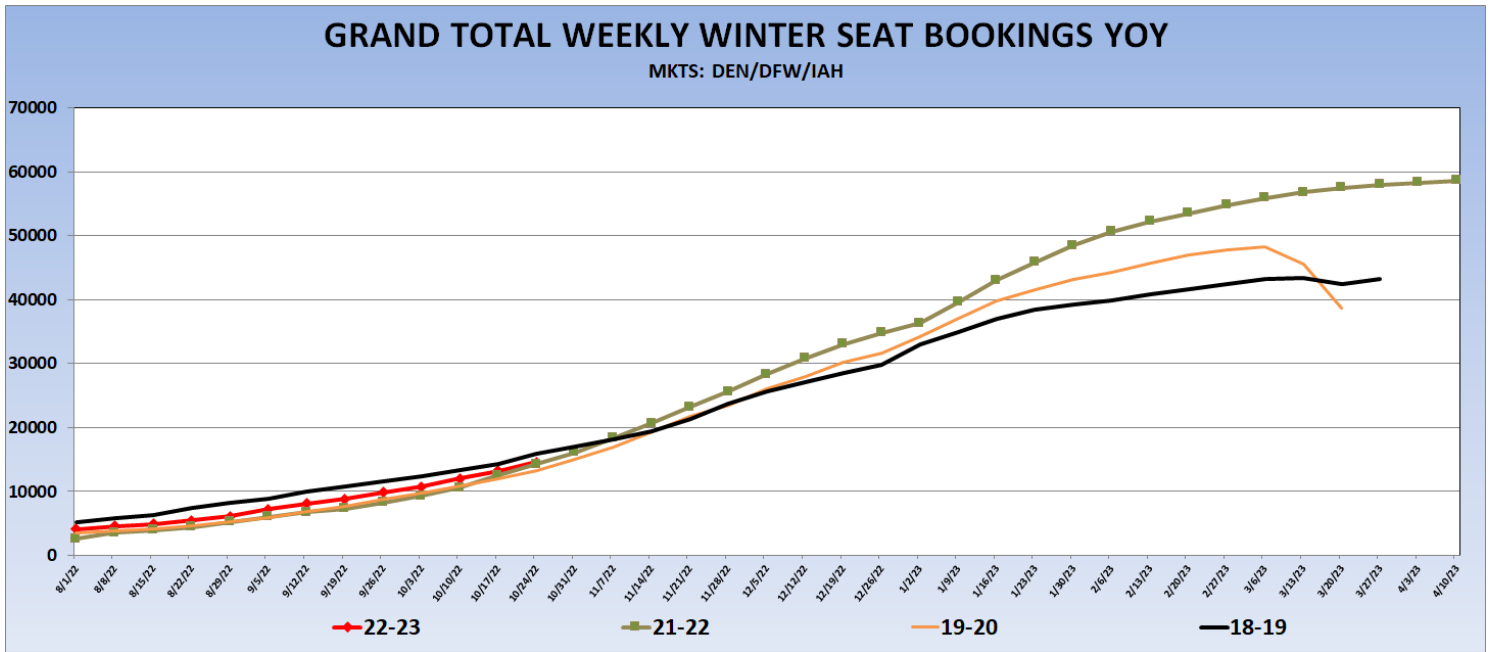
| <b>GVRTA Total Revenues and Expenditures</b><br> Financial Report - September, 2022 |  | YTD<br>Actual                          | 2022<br>Adopted<br>Budget  | Revisions                                   | 2022<br>Projected |  |
|--|--|--|----------------------------|---|-------------------|--|
| <b>Beginning Fund Balance</b>  |  | \$ 5,963,284                           | \$ 5,677,778               | \$ 285,506                                  | \$ 5,963,284      |  |
| <b>Revenues:</b>   |  | \$ 4,595,583                           | \$ 7,380,018               | \$ 966,956                                  | \$ 8,346,974      |  |
| <b>Expenditures:</b>   |  | \$ 4,509,777                           | \$ 8,552,480               | \$ (850,318)                                | \$ 7,702,162      |  |
| <b>Ending Fund Balance</b>   |  | \$ 6,049,090                           | \$ 4,505,316               | \$ 2,102,780                                | \$ 6,608,096      |  |
| Report shows posted revenues through August and expenditures through September.  |  |  |                            |   |                   |  |
| Report prepared by Scott Truex with information from the County Finance department on October 26, 2022.  |  |  |                            |   |                   |  |
| <b>GVRTA Summary of all Funds</b><br> Financial Report - September, 2022            |  | 2022<br>Actual<br>Beginning<br>Balance | YTD<br>Current<br>Balances | 2022<br>Adopted<br>Budget<br>Ending Balance | Revisions         | 2022<br>Projected<br>Ending<br>Balance |
| <b>Fund Balances</b>   |  |  |                            |   |                   |  |
| <b>Unrestricted General Fund Balance</b>   |  | \$ 2,890,613                           | \$ 2,340,932               | \$ 1,502,649                                | \$ (85,165)       | \$ 1,417,484                           |
| <b>Capital Reserve Fund Balance</b>  |  | \$ 249,948                             | \$ 869,217                 | \$ 379,948                                  | \$ 2,294,677      | \$ 2,674,625                           |
| <b>Air Command Fund Balance</b>  |  | \$ 2,488,213                           | \$ 2,392,005               | \$ 2,323,333                                | \$ (174,356)      | \$ 2,148,977                           |
| <b>Senior Transportation Fund Balance</b>  |  | \$ 334,510                             | \$ 446,936                 | \$ 299,386                                  | \$ 67,624         | \$ 367,010                             |
| <b>Total Fund Balance</b>  |  | \$ 5,963,284                           | \$ 6,049,090               | \$ 4,505,316                                | \$ 2,102,780      | \$ 6,608,096                           |
| Report shows posted revenues through August and expenditures through September.  |  |  |                            |   |                   |  |
| Report prepared by Scott Truex with information from the County Finance department on October 26, 2022.  |  |  |                            |   |                   |  |

### Notes on the September, 2022 GVRTA Financial Report:

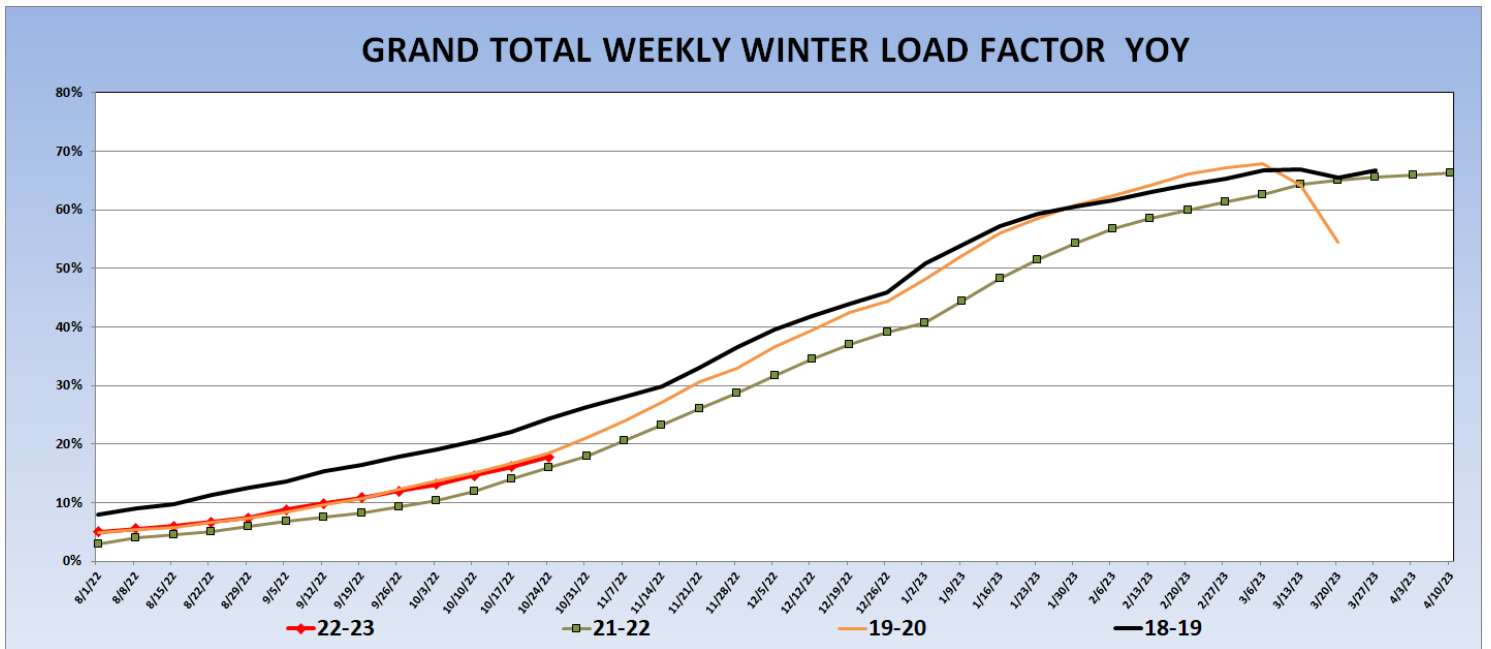
- Year-to-date sales tax revenues are up 14%.
- Sales tax collections are projected flat for the remainder of the year.
- More sales tax is distributed to the Capital Fund in order to fund the completion of the North Valley Storage Facility and the Fading West Housing project in 2023.
- Fuel is projected over budget due to increased prices and increased service levels.
- Vehicle repair and maintenance is projected over budget due to two vehicles coming out of warranty, increased service levels, and unexpected repairs.
- Purchased Transportation Services is projected over budget due to increased service levels.
- Facility Design and Construction is projected over budget due to higher costs of construction.
- Housing Purchase is under budget due to purchasing the Solstice Condo instead of Fading West in 2022.
  - The Fading West five-plex is now budgeted for purchase in 2023.
- Winter Airline Guarantees are under budget due to good performance of the programs.
- Winter Airline Guarantees include \$180,000 for JSX service in winter of 2022-2023. This has not been approved yet and is on the agenda for this Board Meeting.
- Summer Airline Guarantees are under budget due to change in contracts.

**Air Program Reports – Winter, 22–23 as of 10/24/2022:**

**All Flights – Total Seats Sold vs three of the last four years (excluding 20-21):**



**All Flights – Total Load Factor vs three of the last four years (excluding 20-21):**



## Bus program reports – September, 2022

| Ridership on the GVRTA Gunnison - Crested Butte Commuter Bus Route |                |               |               |                |            |             |              | 2022         |           | 2021           |            |              | YOY           |                |
|--|----------------|---------------|---------------|----------------|------------|-------------|--------------|--------------|-----------|----------------|------------|--------------|---------------|----------------|
| 2022   |                |               |               |                |            |             |              | Overcrowding |           |                |            |              |               |                |
| Month  | Riders         | Bus Trips     | Service Hours | Service Miles  | Days       | Riders      | Riders       | Riders       | Times     | Riders         | Riders     | Riders       | Total Riders  | Percent Riders |
|  |                |               |               |                |            | Per Trip    | Per Day      | Boarding     | Refused   |                |            |              |               |                |
| January  | 26,533         | 2,163         | 2,282         | 71,759         | 31         | 12.3        | 855.9        | 20           | 5         | 19,104         | 11.0       | 616.3        | 7,429         | 38.9%          |
| February   | 27,282         | 1,951         | 2,081         | 63,636         | 28         | 14.0        | 974.4        | 12           | 4         | 18,052         | 11.5       | 644.7        | 9,230         | 51.1%          |
| March  | 31,026         | 2,159         | 2,308         | 70,927         | 31         | 14.4        | 1,000.8      | 30           | 3         | 18,660         | 10.8       | 601.9        | 12,366        | 66.3%          |
| April  | 11,469         | 1,223         | 1,357         | 40,853         | 30         | 9.4         | 382.3        | 6            | 2         | 8,899          | 7.7        | 296.6        | 2,570         | 28.9%          |
| May  | 11,549         | 1,176         | 1,306         | 39,057         | 31         | 9.8         | 372.5        | -            | -         | 8,175          | 7.3        | 263.7        | 3,374         | 41.3%          |
| June   | 16,952         | 1,139         | 1,289         | 38,427         | 30         | 14.9        | 565.1        | 21           | 2         | 11,602         | 10.8       | 386.7        | 5,350         | 46.1%          |
| July   | 20,315         | 1,170         | 1,331         | 39,333         | 31         | 17.4        | 655.3        | -            | -         | 14,309         | 12.8       | 461.6        | 6,006         | 42.0%          |
| August   | 18,527         | 1,177         | 1,358         | 39,933         | 31         | 15.7        | 597.6        | 11           | 2         | 13,154         | 11.7       | 424.3        | 5,373         | 40.8%          |
| September  | 17,473         | 1,137         | 1,259         | 38,624         | 30         | 15.4        | 582.4        | -            | -         | 12,129         | 11.1       | 404.3        | 5,344         | 44.1%          |
| October  |                |               |               |                |            |             |              |              |           |                |            |              |               |                |
| November   |                |               |               |                |            |             |              |              |           |                |            |              |               |                |
| December   |                |               |               |                |            |             |              |              |           |                |            |              |               |                |
| <b>Total</b>   | <b>181,126</b> | <b>13,295</b> | <b>14,571</b> | <b>442,549</b> | <b>273</b> | <b>13.6</b> | <b>663.5</b> | <b>100</b>   | <b>18</b> | <b>124,084</b> | <b>7.6</b> | <b>454.5</b> | <b>57,042</b> | <b>46.0%</b>   |

### Passengers by Stop – Spring, Summer, & Fall, 2022:

| 2021-2022 Spring, Summer, & Fall RTA Bus Boardings by Bus Stop |            |                         |                            |                 |                        |                |                     |                 |                  |              |            |              |              |              |            |             |            |              |                             | Northbound |  |
|--|------------|-------------------------|----------------------------|-----------------|------------------------|----------------|---------------------|-----------------|------------------|--------------|------------|--------------|--------------|--------------|------------|-------------|------------|--------------|-----------------------------|------------|--|
| Month  | # of days  | Gunnison County Library | Gunnison Community Schools | 11th & Virginia | Safeway Spruce & Hwy50 | Teller & Hwy50 | WCU Colorado & Ohio | Denver & Hwy135 | Spencer & Hwy135 | Tall Texan   | Ohio Creek | Almont       | ON CB South  | OFF CB South | Riverland  | Brush Creek | Riverbend  | CB 4-Way     | Total Northbound Passengers |            |  |
| April  | 27         | 77                      | 402                        | 465             | 471                    | 419            | 311                 | 699             | 575              | 122          | 29         | 159          | 718          | 245          | 36         | 56          | 65         | 69           | 4,673                       |            |  |
| May  | 31         | 59                      | 676                        | 566             | 708                    | 385            | 392                 | 802             | 841              | 158          | 62         | 158          | 1,127        | 315          | 42         | 41          | 39         | 98           | 6,154                       |            |  |
| June   | 30         | 146                     | 1,003                      | 907             | 898                    | 898            | 535                 | 1,112           | 1,061            | 307          | 133        | 345          | 1,145        | 359          | 102        | 125         | 105        | 178          | 9,000                       |            |  |
| July   | 31         | 157                     | 1,089                      | 963             | 1,100                  | 1,270          | 574                 | 1,129           | 1,182            | 593          | 204        | 407          | 1,360        | 427          | 53         | 108         | 98         | 338          | 10,625                      |            |  |
| August   | 31         | 136                     | 1,073                      | 948             | 1,039                  | 1,145          | 580                 | 1,022           | 1,070            | 393          | 161        | 344          | 1,280        | 419          | 64         | 79          | 78         | 211          | 9,623                       |            |  |
| September  | 30         | 124                     | 1,107                      | 920             | 890                    | 1,034          | 662                 | 898             | 1,001            | 238          | 98         | 371          | 1,522        | 447          | 37         | 47          | 93         | 200          | 9,242                       |            |  |
| October  |            |                         |                            |                 |                        |                |                     |                 |                  |              |            |              |              |              |            |             |            |              |                             |            |  |
| November   |            |                         |                            |                 |                        |                |                     |                 |                  |              |            |              |              |              |            |             |            |              |                             |            |  |
| <b>Total</b>   | <b>180</b> |                         | <b>5,350</b>               | <b>4,769</b>    | <b>5,106</b>           | <b>5,151</b>   | <b>3,054</b>        | <b>5,662</b>    | <b>5,730</b>     | <b>1,811</b> | <b>687</b> | <b>1,784</b> | <b>7,152</b> | <b>2,212</b> | <b>334</b> | <b>456</b>  | <b>478</b> | <b>1,094</b> | <b>49,317</b>               |            |  |

| 2021-2022 Spring, Summer, & Fall RTA Bus Boardings by Bus Stop |            |                      |               |            |             |            |              |              |              |            |              |                     |                             | Southbound |  |
|--|------------|----------------------|---------------|------------|-------------|------------|--------------|--------------|--------------|------------|--------------|---------------------|-----------------------------|------------|--|
| Month  | # of days  | Mt CB Transit Center | CB 4-Way      | Riverbend  | Brush Creek | Riverland  | ON CB South  | OFF CB South | Almont       | Ohio Creek | Tall Texan   | Gunnison Rec Center | Total Southbound Passengers |            |  |
| April  | 27         | 840                  | 2,250         | 64         | 63          | 81         | 296          | 491          | 154          | 16         | 261          | 115                 | 4,140                       |            |  |
| May  | 31         | 889                  | 3,058         | 46         | 98          | 108        | 423          | 804          | 208          | 30         | 393          | 142                 | 5,395                       |            |  |
| June   | 30         | 1,932                | 4,293         | 76         | 133         | 148        | 456          | 795          | 270          | 26         | 356          | 262                 | 7,952                       |            |  |
| July   | 31         | 2,485                | 5,109         | 126        | 122         | 157        | 576          | 1,002        | 275          | 52         | 474          | 314                 | 9,690                       |            |  |
| August   | 31         | 2,046                | 4,949         | 112        | 115         | 124        | 531          | 853          | 293          | 21         | 375          | 338                 | 8,904                       |            |  |
| September  | 30         | 1866                 | 4762          | 64         | 63          | 107        | 415          | 1054         | 224          | 12         | 371          | 347                 | 8,231                       |            |  |
| October  |            |                      |               |            |             |            |              |              |              |            |              |                     |                             |            |  |
| November   |            |                      |               |            |             |            |              |              |              |            |              |                     |                             |            |  |
| <b>Total</b>   | <b>180</b> | <b>10,058</b>        | <b>24,421</b> | <b>488</b> | <b>594</b>  | <b>725</b> | <b>2,697</b> | <b>4,999</b> | <b>1,424</b> | <b>157</b> | <b>2,230</b> | <b>1,518</b>        | <b>44,312</b>               |            |  |

## Passenger Boardings by Time – Spring, Summer, & Fall, 2022:

| Gunnison Valley RTA Passengers by Time - Spring, Summer, Fall, 2022 |              |               |               |               |               |               |     |     |               | Average Riders per Bus - Spring, Summer, Fall, 2022 |            |             |             |             |             |             |     |     |             |
|---|--------------|---------------|---------------|---------------|---------------|---------------|-----|-----|---------------|---|------------|-------------|-------------|-------------|-------------|-------------|-----|-----|-------------|
| Northbound  |              |               |               |               |               |               |     |     |               | Northbound  |            |             |             |             |             |             |     |     |             |
|   | April        | May           | June          | July          | Aug           | Sept          | Oct | Nov | Total         |   | April      | May         | June        | July        | Aug         | Sept        | Oct | Nov | Total       |
| 5:30 AM   | 54           | 122           | 204           | 202           | 206           | 185           |     |     | 973           | 5:30 AM   | 2.0        | 3.9         | 6.8         | 6.5         | 6.6         | 6.2         |     |     | 5.4         |
| 6:30 AM   | 146          | 190           | 440           | 512           | 460           | 408           |     |     | 2,156         | 6:30 AM   | 5.4        | 6.1         | 14.7        | 16.5        | 14.8        | 13.6        |     |     | 12.0        |
| 7:00 AM   | 599          | 1003          | 832           | 882           | 1,067         | 1355          |     |     | 5,738         | 7:00 AM   | 22.2       | 32.4        | 27.7        | 28.5        | 34.4        | 45.2        |     |     | 31.9        |
| 7:30 AM   | 320          | 439           | 897           | 1,175         | 949           | 745           |     |     | 4,525         | 7:30 AM   | 11.9       | 14.2        | 29.9        | 37.9        | 30.6        | 24.8        |     |     | 25.1        |
| 8:00 AM   | 290          | 346           | 618           | 694           | 705           | 544           |     |     | 3,197         | 8:00 AM   | 10.7       | 11.2        | 20.6        | 22.4        | 22.7        | 18.1        |     |     | 17.8        |
| 8:35 AM   | 245          | 294           | 557           | 615           | 482           | 525           |     |     | 2,718         | 8:35 AM   | 9.1        | 9.5         | 18.6        | 19.8        | 15.5        | 17.5        |     |     | 15.1        |
| 9:35 AM   | 315          | 392           | 554           | 758           | 611           | 498           |     |     | 3,128         | 9:35 AM   | 11.7       | 12.6        | 18.5        | 24.5        | 19.7        | 16.6        |     |     | 17.4        |
| 10:40 AM  | 236          | 285           | 637           | 695           | 626           | 491           |     |     | 2,970         | 10:40 AM  | 8.7        | 9.2         | 21.2        | 22.4        | 20.2        | 16.4        |     |     | 16.5        |
| 12:00 PM  | 283          | 300           | 534           | 654           | 551           | 510           |     |     | 2,832         | 12:00 PM  | 10.5       | 9.7         | 17.8        | 21.1        | 17.8        | 17.0        |     |     | 15.7        |
| 1:05 PM   | 225          | 319           | 554           | 661           | 508           | 466           |     |     | 2,733         | 1:05 PM   | 8.3        | 10.3        | 18.5        | 21.3        | 16.4        | 15.5        |     |     | 15.2        |
| 2:05 PM   | 331          | 436           | 678           | 668           | 671           | 563           |     |     | 3,347         | 2:05 PM   | 12.3       | 14.1        | 22.6        | 21.5        | 21.6        | 18.8        |     |     | 18.6        |
| 3:30 PM   | 306          | 392           | 616           | 586           | 509           | 490           |     |     | 2,899         | 3:30 PM   | 11.3       | 12.6        | 20.5        | 18.9        | 16.4        | 16.3        |     |     | 16.1        |
| 4:05 PM   | 280          | 344           | 418           | 626           | 554           | 513           |     |     | 2,735         | 4:05 PM   | 10.4       | 11.1        | 13.9        | 20.2        | 17.9        | 17.1        |     |     | 15.2        |
| 5:05 PM   | 267          | 368           | 393           | 463           | 500           | 445           |     |     | 2,436         | 5:05 PM   | 9.9        | 11.9        | 13.1        | 14.9        | 16.1        | 14.8        |     |     | 13.5        |
| 6:05 PM   | 255          | 265           | 298           | 399           | 375           | 391           |     |     | 1,983         | 6:05 PM   | 9.4        | 8.5         | 9.9         | 12.9        | 12.1        | 13.0        |     |     | 11.0        |
| 7:05 PM   | 138          | 185           | 286           | 306           | 333           | 375           |     |     | 1,623         | 7:05 PM   | 5.1        | 6.0         | 9.5         | 9.9         | 10.7        | 12.5        |     |     | 9.0         |
| 8:05 PM   | 136          | 157           | 176           | 257           | 226           | 351           |     |     | 1,303         | 8:05 PM   | 5.0        | 5.1         | 5.9         | 8.3         | 7.3         | 11.7        |     |     | 7.2         |
| 9:10 PM   | 145          | 218           | 223           | 251           | 155           | 155           |     |     | 1,147         | 9:10 PM   | 5.4        | 7.0         | 7.4         | 8.1         | 5.0         | 5.2         |     |     | 6.4         |
| 10:10 PM  | 102          | 99            | 85            | 221           | 135           | 232           |     |     | 874           | 10:10 PM  | 3.8        | 3.2         | 2.8         | 7.1         | 4.4         | 7.7         |     |     | 4.9         |
| <b>Total</b>  | <b>4,673</b> | <b>6,154</b>  | <b>9,000</b>  | <b>10,625</b> | <b>9,623</b>  | <b>9,242</b>  |     |     | <b>49,317</b> | <b>Total</b>  | <b>9.1</b> | <b>10.4</b> | <b>15.8</b> | <b>18.0</b> | <b>16.3</b> | <b>16.2</b> |     |     | <b>14.4</b> |
| Southbound  |              |               |               |               |               |               |     |     |               | Southbound  |            |             |             |             |             |             |     |     |             |
|   | April        | May           | June          | July          | Aug           | Sept          | Oct | Nov | Total         |   | April      | May         | June        | July        | Aug         | Sept        | Oct | Nov | Total       |
| 6:40 AM   | 193          | 225           | 229           | 263           | 287           | 217           |     |     | 1,414         | 6:40 AM   | 7.1        | 7.3         | 7.6         | 8.5         | 9.3         | 7.2         |     |     | 7.9         |
| 7:45 AM   | 195          | 243           | 308           | 252           | 258           | 328           |     |     | 1,584         | 7:45 AM   | 7.2        | 7.8         | 10.3        | 8.1         | 8.3         | 10.9        |     |     | 8.8         |
| 8:15 AM   | 83           | 123           | 121           | 161           | 161           | 115           |     |     | 764           | 8:15 AM   | 3.1        | 4.0         | 4.0         | 5.2         | 5.2         | 3.8         |     |     | 4.2         |
| 8:45 AM   | 90           | 125           | 128           | 169           | 135           | 136           |     |     | 783           | 8:45 AM   | 3.3        | 4.0         | 4.3         | 5.5         | 4.4         | 4.5         |     |     | 4.4         |
| 9:15 AM   | 80           | 67            | 106           | 136           | 107           | 106           |     |     | 602           | 9:15 AM   | 3.0        | 2.2         | 3.5         | 4.4         | 3.5         | 3.5         |     |     | 3.3         |
| 9:50 AM   | 86           | 150           | 193           | 194           | 168           | 165           |     |     | 956           | 9:50 AM   | 3.2        | 4.8         | 6.4         | 6.3         | 5.4         | 5.5         |     |     | 5.3         |
| 11:10 AM  | 208          | 284           | 363           | 348           | 422           | 278           |     |     | 1,903         | 11:10 AM  | 7.7        | 9.2         | 12.1        | 11.2        | 13.6        | 9.3         |     |     | 10.6        |
| 12:15 PM  | 187          | 286           | 309           | 440           | 300           | 276           |     |     | 1,798         | 12:15 PM  | 6.9        | 9.2         | 10.3        | 14.2        | 9.7         | 9.2         |     |     | 10.0        |
| 1:15 PM   | 243          | 245           | 345           | 534           | 348           | 302           |     |     | 2,017         | 1:15 PM   | 9.0        | 7.9         | 11.5        | 17.2        | 11.2        | 10.1        |     |     | 11.2        |
| 2:25 PM   | 390          | 480           | 594           | 725           | 686           | 650           |     |     | 3,525         | 2:25 PM   | 14.4       | 15.5        | 19.8        | 23.4        | 22.1        | 21.7        |     |     | 19.6        |
| 4:15 PM   | 758          | 969           | 1,121         | 1,171         | 1,260         | 1075          |     |     | 6,354         | 4:15 PM   | 28.1       | 31.3        | 37.4        | 37.8        | 40.6        | 35.8        |     |     | 35.3        |
| 4:45 PM   | 242          | 299           | 438           | 585           | 532           | 517           |     |     | 2,613         | 4:45 PM   | 9.0        | 9.6         | 14.6        | 18.9        | 17.2        | 17.2        |     |     | 14.5        |
| 5:15 PM   | 329          | 501           | 1,044         | 1,229         | 965           | 1017          |     |     | 5,085         | 5:15 PM   | 12.2       | 16.2        | 34.8        | 39.6        | 31.1        | 33.9        |     |     | 28.3        |
| 6:15 PM   | 275          | 385           | 559           | 659           | 616           | 608           |     |     | 3,102         | 6:15 PM   | 10.2       | 12.4        | 18.6        | 21.3        | 19.9        | 20.3        |     |     | 17.2        |
| 7:15 PM   | 173          | 239           | 393           | 533           | 436           | 447           |     |     | 2,221         | 7:15 PM   | 6.4        | 7.7         | 13.1        | 17.2        | 14.1        | 14.9        |     |     | 12.3        |
| 8:20 PM   | 205          | 203           | 326           | 442           | 388           | 341           |     |     | 1,905         | 8:20 PM   | 7.6        | 6.5         | 10.9        | 14.3        | 12.5        | 11.4        |     |     | 10.6        |
| 9:20 PM   | 197          | 321           | 523           | 581           | 679           | 569           |     |     | 2,870         | 9:20 PM   | 7.3        | 10.4        | 17.4        | 18.7        | 21.9        | 19.0        |     |     | 15.9        |
| 10:25 PM  | 123          | 169           | 504           | 754           | 618           | 530           |     |     | 2,698         | 10:25 PM  | 4.6        | 5.5         | 16.8        | 24.3        | 19.9        | 17.7        |     |     | 15.0        |
| 11:25 PM  | 83           | 81            | 348           | 514           | 538           | 554           |     |     | 2,118         | 11:25 PM  | 3.1        | 2.6         | 11.6        | 16.6        | 17.4        | 18.5        |     |     | 11.8        |
| <b>Total</b>  | <b>4,140</b> | <b>5,395</b>  | <b>7,952</b>  | <b>9,690</b>  | <b>8,904</b>  | <b>8,231</b>  |     |     | <b>44,312</b> | <b>Total</b>  | <b>8.1</b> | <b>9.2</b>  | <b>14.0</b> | <b>16.5</b> | <b>15.1</b> | <b>14.4</b> |     |     | <b>13.0</b> |
| <b>Overall Total</b>  | <b>8,813</b> | <b>11,549</b> | <b>16,952</b> | <b>20,315</b> | <b>18,527</b> | <b>17,473</b> |     |     | <b>93,629</b> | <b>Overall Total</b>                                | <b>8.6</b> | <b>9.8</b>  | <b>14.9</b> | <b>17.2</b> | <b>15.7</b> | <b>15.3</b> |     |     | <b>13.7</b> |

## Spring, Summer, Fall - 2022 GVRTA On-Time Performance

| Southbound - Crested Butte 4-Way |            |                       |                      |                            |                            |                            |                         |                |
|----------------------------------|------------|-----------------------|----------------------|----------------------------|----------------------------|----------------------------|-------------------------|----------------|
|                                  | # of Days  | Planned<br># of Trips | Actual<br># of Trips | Percentage of Actual Trips |                            |                            |                         |                |
|                                  |            |                       |                      | Zero to 5<br>minutes late  | Zero to 10<br>minutes late | Zero to 15<br>minutes late | More than<br>15 minutes | Not<br>Tracked |
| April                            | 27         | 513                   | 512                  | 95.5%                      | 98.6%                      | 99.6%                      | 0.0%                    | 0.4%           |
| May                              | 31         | 589                   | 588                  | 94.2%                      | 96.3%                      | 96.4%                      | 0.0%                    | 3.6%           |
| June                             | 30         | 570                   | 570                  | 90.2%                      | 95.4%                      | 96.8%                      | 0.7%                    | 2.5%           |
| July                             | 31         | 589                   | 585                  | 89.4%                      | 97.4%                      | 98.1%                      | 0.7%                    | 1.2%           |
| August                           | 31         | 589                   | 588                  | 88.4%                      | 96.3%                      | 96.9%                      | 0.3%                    | 2.7%           |
| September                        | 30         | 570                   | 568                  | 90.8%                      | 97.9%                      | 98.8%                      | 0.5%                    | 0.7%           |
| October                          |            |                       |                      |                            |                            |                            |                         |                |
| November                         |            |                       |                      |                            |                            |                            |                         |                |
| <b>Total</b>                     | <b>180</b> | <b>3,420</b>          | <b>3,411</b>         | <b>91.4%</b>               | <b>97.0%</b>               | <b>97.7%</b>               | <b>0.4%</b>             | <b>1.9%</b>    |

| Northbound - Spencer and Hwy 135 |            |                       |                      |                            |                            |                            |                         |                |
|----------------------------------|------------|-----------------------|----------------------|----------------------------|----------------------------|----------------------------|-------------------------|----------------|
|                                  | # of Days  | Planned<br># of Trips | Actual<br># of Trips | Percentage of Actual Trips |                            |                            |                         |                |
|                                  |            |                       |                      | Zero to 5<br>minutes late  | Zero to 10<br>minutes late | Zero to 15<br>minutes late | More than<br>15 minutes | Not<br>Tracked |
| April                            | 27         | 513                   | 509                  | 97.2%                      | 99.4%                      | 99.6%                      | 0.0%                    | 0.4%           |
| May                              | 31         | 589                   | 588                  | 95.4%                      | 97.1%                      | 98.1%                      | 0.3%                    | 1.5%           |
| June                             | 30         | 570                   | 569                  | 89.5%                      | 95.1%                      | 96.8%                      | 0.5%                    | 2.6%           |
| July                             | 31         | 589                   | 585                  | 89.7%                      | 97.3%                      | 98.6%                      | 0.3%                    | 1.0%           |
| August                           | 31         | 589                   | 589                  | 90.5%                      | 96.6%                      | 97.8%                      | 0.0%                    | 2.2%           |
| September                        | 30         | 570                   | 569                  | 92.3%                      | 96.8%                      | 99.3%                      | 0.0%                    | 0.7%           |
| October                          |            |                       |                      |                            |                            |                            |                         |                |
| November                         |            |                       |                      |                            |                            |                            |                         |                |
| <b>Total</b>                     | <b>180</b> | <b>3,420</b>          | <b>3,409</b>         | <b>92.3%</b>               | <b>97.0%</b>               | <b>98.4%</b>               | <b>0.2%</b>             | <b>1.4%</b>    |
| <b>Average:</b>                  |            |                       |                      | <b>91.8%</b>               | <b>97.0%</b>               | <b>98.0%</b>               | <b>0.3%</b>             | <b>1.7%</b>    |

### Late/Missed Runs & Incidents – September, 2022

| 9/01-9/30/2022 |            |                          |   |
|----------------|------------|--------------------------|---|
| Date           | Late run   | Missed Runs              | Reason/Incident   |
| 9/1/2022       | N/A        | N/A                      | COLLEGE AGE GIRL EXTREMELY RUDE ABOUT NO EATING/DRINKING-CLAIMS NOT POSTED                |
| 9/1/2022       | N/A        | N/A                      | DRVR HAD TO CALL POLICE TO REMOVE PASSED OUT PAX-11:25 PM SB?NOT SURE WHICH RUN, NO DELAY |
| 9/1/2022       | N/A        | 9:10 PM NB & 10:25 PM SB | NO DRIVER AVAILABLE TO TAKE SHIFT   |
| 9/4/2022       | 6:30 AM    | N/A                      | 15 MINS LATE START-MECHANICAL W 501   |
| 9/4/2022       | N/A        | 10:25 PM SB              | BUS 504 LEAKING OIL, DRVR CAME DOWN ON LAST BUS-LEFT BUS IN MT CB                         |
| 9/7/2022       | N/A        | N/A                      | 8AM NB-DRVR WAS WAVED THRU BUT OTHR CAR THOUGHT HE CUT OFF PEDESTRIAN                     |
| 9/16/2022      | N/A        | N/A                      | DRVR NOTED PAX ON 11:25 PM SB "PASSED OUT"-OFF AT 11TH & VIRGINIA                         |
| 9/20/2022      | N/A        | N/A                      | FIST FIGHT BTWN 2 PAX ON 11:25 PM SB-DRVR PULLED OVER, REPRIMANDED, FIGHT STOPPED         |
| 9/24/2022      | 8:00 AM NB | N/A                      | DRVR OVERSLEPT-15 MINS LATE TO START  |
| 9/24/2022      | N/A        | N/A                      | DRVR GOT BUS STUCK ON 3:30 PM NB/DRVR FROM CB TOOK OVER ROUTE                             |
| 9/25/2022      | N/A        | N/A                      | VERY DRUNK GIRL FELL OFF BUS GETTING OFF ON 8:05 PM NB AT HS-SAID OK-2 PAX W HER          |
| 9/27/2022      | N/A        | N/A                      | DRVR CALLED 911 FOR PASSED OUT PAX AT MT CB-EMS REMOVED PAX ON ? RUN                      |



### 2022 Miles per Bus:

| Miles / Bus<br>2022 | 5311<br>2017-D | Local<br>2017-D | DOLA<br>2017-C | 5339<br>2018-C | SB-228<br>2019-C | 5339<br>2019-C | 5339/VW<br>2020-C | FASTER<br>2021-C |               | Total<br>Bus<br>Miles<br>(odom.) | Total<br>Revenue<br>Miles |
|---------------------|----------------|-----------------|----------------|----------------|------------------|----------------|-------------------|------------------|---------------|----------------------------------|---------------------------|
| Bus #               | #504           | #505            | #506           | #503           | #502             | #501           | #500              | #507             | AEX<br>Buses  |                                  |                           |
| January             | 10,057         | 9,528           | 7,208          | 7,048          | 7,094            | 8,588          | 8,874             | 9,632            | 4,459         | 72,488                           | 71,759                    |
| February            | 9,855          | 5,782           | 5,679          | 7,452          | 7,419            | 8,045          | 8,760             | 8,902            | 2,889         | 64,783                           | 63,636                    |
| March               | 10,514         | 9,878           | 4,642          | 2,409          | 9,679            | 10,579         | 11,407            | 10,499           | 1,203         | 70,810                           | 70,927                    |
| April               | 2,103          | 8,311           | 1,028          | 362            | 5,442            | 6,256          | 6,984             | 7,083            | 3,801         | 41,370                           | 40,853                    |
| May                 | 0              | 5,739           | 2,744          | 5,102          | 4,772            | 5,130          | 6,005             | 6,244            | 2,790         | 38,526                           | 39,057                    |
| June                | 6,565          | 1,887           | 3,904          | 5,147          | 4,055            | 5,009          | 5,591             | 5,870            | 2,035         | 40,063                           | 38,427                    |
| July                | 6,794          | 2,049           | 3,605          | 4,209          | 4,152            | 5,619          | 6,624             | 6,203            | 297           | 39,552                           | 39,333                    |
| August              | 5,603          | 5,329           | 3,439          | 3,876          | 4,270            | 5,160          | 5,564             | 5,740            | 731           | 39,712                           | 39,933                    |
| September           | 5,363          | 4,091           | 5,077          | 1,630          | 5,457            | 4,496          | 6,021             | 5,899            | 501           | 38,535                           | 38,624                    |
| October             |                |                 |                |                |                  |                |                   |                  |               |                                  |                           |
| November            |                |                 |                |                |                  |                |                   |                  |               |                                  |                           |
| December            |                |                 |                |                |                  |                |                   |                  |               |                                  |                           |
| <b>Total</b>        | <b>56,854</b>  | <b>52,594</b>   | <b>37,326</b>  | <b>37,235</b>  | <b>52,340</b>    | <b>58,882</b>  | <b>65,830</b>     | <b>66,072</b>    | <b>18,706</b> | <b>445,839</b>                   | <b>442,549</b>            |

### 2022 Repairs per Bus:

| Repairs / Bus<br>2022 | 5311<br>2017-D   | Local<br>2017-D  | DOLA<br>2017-C   | 5339<br>2018-C   | SB-228<br>2019-C | 5339<br>2019-C   | 5339/VW<br>2020-C | FASTER<br>2021-C |  | Inventory<br>&<br>Fleet | Total             |
|-----------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|------------------|--|-------------------------|-------------------|
| Bus #                 | #504             | #505             | #506             | #503             | #502             | #501             | #500              | #507             |  |                         |                   |
| January               | \$ 1,287         | \$ -             | \$ 1,071         | \$ -             | \$ -             | \$ 1,166         | \$ 756            | \$ -             |  | \$ 20,136               | \$ 24,416         |
| February              | \$ 1,271         | \$ 3,755         | \$ 665           | \$ 1,173         | \$ 1,203         | \$ 727           | \$ -              | \$ -             |  | \$ 6,014                | \$ 14,808         |
| March                 | \$ 1,198         | \$ 6,055         | \$ 2,723         | \$ 1,224         | \$ 529           | \$ 608           | \$ 873            | \$ 1,692         |  | \$ 20,980               | \$ 35,882         |
| April                 | \$ 4,909         | \$ 3,110         | \$ 1,374         | \$ 7,732         | \$ 2,223         | \$ 3,784         | \$ 2,295          | \$ 231           |  | \$ 20,981               | \$ 46,639         |
| May                   | \$ 10,635        | \$ 264           | \$ 3,165         | \$ 6,155         | \$ 806           | \$ 3,015         | \$ 370            | \$ 608           |  | \$ 7,760                | \$ 32,778         |
| June                  | \$ 1,123         | \$ -             | \$ 632           | \$ 1,077         | \$ 1,126         | \$ 375           | \$ 1,057          | \$ 1,085         |  | \$ 10,797               | \$ 17,272         |
| July                  | \$ 868           | \$ 9,052         | \$ 737           | \$ 6             | \$ 33,210        | \$ 1,269         | \$ 396            | \$ 122           |  | \$ 18,605               | \$ 64,265         |
| August                | \$ 264           | \$ 3,754         | \$ 1,288         | \$ 1,645         | \$ 939           | \$ 132           | \$ -              | \$ -             |  | \$ 18,124               | \$ 26,146         |
| September             | \$ 1,240         | \$ 3,079         | \$ 16,809        | \$ 5,379         | \$ 674           | \$ 376           | \$ 180            | \$ -             |  | \$ 11,651               | \$ 39,388         |
| October               |                  |                  |                  |                  |                  |                  |                   |                  |  |                         |                   |
| November              |                  |                  |                  |                  |                  |                  |                   |                  |  |                         |                   |
| December              |                  |                  |                  |                  |                  |                  |                   |                  |  |                         |                   |
| <b>Total</b>          | <b>\$ 22,795</b> | <b>\$ 29,069</b> | <b>\$ 28,464</b> | <b>\$ 24,391</b> | <b>\$ 40,710</b> | <b>\$ 11,452</b> | <b>\$ 5,927</b>   | <b>\$ 3,738</b>  |  | <b>\$ 135,048</b>       | <b>\$ 301,594</b> |

### Senior Reports – September, 2022:

| Ridership on the RTA Funded Senior Services - 2022 |                    |              |                 |                   |               |                |                      |                  |                   |  |
|--|--------------------|--------------|-----------------|-------------------|---------------|----------------|----------------------|------------------|-------------------|--|
| Month  | Gunnison<br>Riders | CB<br>Riders | Total<br>Riders | Gunnison<br>Miles | CB<br>Miles   | Total<br>Miles | Gunnison<br>Invoices | CB<br>Invoices   | Total<br>Invoices |  |
| January  | 940                | 148          | 1,088           | 2,492             | 2,465         | 4,957          | \$ 18,209            | \$ 3,950         | \$ 22,159         |  |
| February   | 945                | 75           | 1,020           | 3,066             | 1,264         | 4,330          | \$ 17,970            | \$ 2,219         | \$ 20,189         |  |
| March  | 1,026              | 135          | 1,161           | 3,078             | 2,536         | 5,614          | \$ 20,319            | \$ 3,985         | \$ 24,304         |  |
| April  | 847                | 170          | 1,017           | 2,549             | 2,496         | 5,045          | \$ 18,350            | \$ 4,731         | \$ 23,081         |  |
| May  | 899                | 141          | 1,040           | 2,930             | 1,960         | 4,890          | \$ 20,021            | \$ 4,009         | \$ 24,030         |  |
| June   | 919                | 273          | 1,192           | 3,734             | 2,969         | 6,703          | \$ 20,369            | \$ 6,317         | \$ 26,686         |  |
| July   | 800                | 187          | 987             | 3,320             | 2,089         | 5,409          | \$ 17,109            | \$ 3,799         | \$ 20,908         |  |
| August   | 690                | 248          | 938             | 3,070             | 3,813         | 6,883          | \$ 19,146            | \$ 6,758         | \$ 25,904         |  |
| September  | 739                | 246          | 985             | 2,126             | 3,421         | 5,547          | \$ 17,863            | \$ 7,610         | \$ 25,473         |  |
| October  |                    |              |                 |                   |               |                |                      |                  |                   |  |
| November   |                    |              |                 |                   |               |                |                      |                  |                   |  |
| December   |                    |              |                 |                   |               |                |                      |                  |                   |  |
| <b>Total</b>                                       | <b>7,805</b>       | <b>1,623</b> | <b>9,428</b>    | <b>26,365</b>     | <b>23,013</b> | <b>49,378</b>  | <b>\$ 169,356</b>    | <b>\$ 43,378</b> | <b>\$ 212,734</b> |  |

# GUC Passenger Survey Summer 2022 Final Report | October 28, 2022



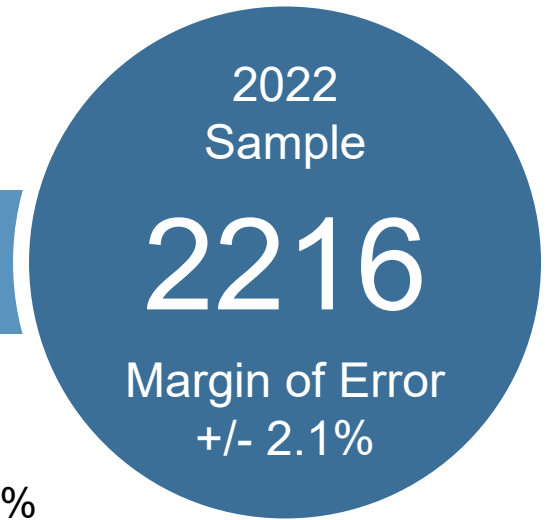
**RRC**

# Report Outline

- Methodology
- Summary of Key Findings
- Detailed Overview of Findings
  - Demographics
  - Airport Selection
  - Trip Characteristics
  - Previous Visits & Likelihood of Return
  - Flight Satisfaction

# Methodology

## Passenger Intercept Survey →



- During Summer 2022, a random sample of passengers in the GUC terminal were approached by a survey administrator and invited to take a paper survey.
- A total of 2,216 surveys were completed between July 9 and September 25. The associated 95% confidence interval is +/- 2.1 percentage points (ppts).
- A similar intercept survey was conducted among departing passengers at GUC in the Summer 2014 season, with a total sample size of 480. Many of the survey questions were kept the same as in 2014 to enable historic comparisons. Triple Point Strategic Consulting, Airplanners, and GVRTA assisted with survey design.
- To enhance the representativeness of the survey results, the data in both summers was weighted to be representative of June-September enplanements by flight route (Denver, Dallas & Houston in Summer 2022).
- The analysis includes comparisons by year, visitor/resident type, and flight route.
- The sample size is reported for each data segment. Low sample size estimates have a higher margin of error.

# Key Findings

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- The summer 2022 results exhibited a mix of **stability and change** from summer 2014.
  - Note that **flight service was expanded in 2022** from 2014, including:
    - More frequent **DEN** service (avg 2.7 outbound flights/day in Jun-Sep 2022 vs. 1.5x/day in 2014)
    - Expanded **IAH** service (29 total summer flights vs. 15 flights)
    - Addition of **JSX-DAL** service (continuing to Austin).
    - This may have contributed to a slight broadening of the demographic profile, likely increased capture of more frequent travelers (e.g. full- and part-time residents), and improved air service ratings.
  - Visitor type and geographics
    - **Visitor type shifted moderately**, with fewer visitors (65%, down from 75% in 2014), and more part-time residents (PTRs; 20%, up from 15% in 2014) and full-time residents (FTRs; 15%, up from 10%).
    - **Geographic origin was largely similar** in the 2022 and 2014 seasons, with no statistically significant differences by Census Region, Census Division, and most top states and Designated Market Areas (DMAs).
      - **Texas continued to be the leading state of residence by far** (29% in 2022), followed by Colorado (15%) and California (7%).
      - The most notable geographic shift was an increase in passengers from **Austin** (7% 2022 vs. 3% 2014).

# Key Findings

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- **Demographics were slightly younger and less affluent** than in 2014.
  - In 2022, among all respondents, the **median age was 47** (down from 51.5 in 2014).
  - The interpolated median household **income was \$167,000** (down slightly from \$179,000 in 2014, in inflation-adjusted 2022 dollars).
  - Travel **party size and marital / family status** held largely steady.
  - 20% of local residents identified as **remote workers** in 2022 (working for a firm located out of the Gunnison/CB region).
- **Consideration and use of other airports:**
  - 38% of pax considered using a different airport for their trip, essentially identical to 2014 (39%).
    - GUC's location was the dominant reason for choosing GUC (92%, similar to 90% in 2014)
  - 49% of pax had used other airports to get to/from the area in the past 12 months, up from 42% in 2014.
    - The increase was in part due to an increased share of FTRs and PTRs in the 2022 passenger mix, as these segments are more likely to use other airports.
    - Leading reasons for using other airports were cost of airfare (39%), convenience of flight schedules (27%), and availability of nonstop flights (25%).

# Key Findings

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- **Trip characteristics** among visitors and part-time residents exhibited a mix of stability and change.
  - Visitors and PTRs cited a diversity of **reasons for visiting**, led by enjoying the scenic beauty (51%), recreation (44%), and climate/weather (40%).
    - Reasons were **largely similar** in 2022 and 2014, albeit with slight declines in 2022 for recreation, previous experience, arts/music/culture, and business/professional.
  - **The most popular activity** was hiking (78%), followed by scenic drive (50%) and shopping (50%).
  - **Average length of stay was consistent across summers** (9.6 nights 2022, 9.5 in 2014).
  - The most common **lodging types** were rental lodging (38%), stays with local family / friends (22%), my own vacation unit (19%), and a vacation unit owned by family/friends (17%).
    - Relative to 2014, stays in rental lodging dipped in 2022 (38% vs. 48%), while stays with local family/friends increased (22% vs. 17%).
  - Most visitors/PTRs had **previously visited** the region in **summer** (59%), similar to 2014 (57%).
  - 44% of visitors/PTRs had **previously visited** the region in **winter**, up from 37% in 2014.
  - **Likelihood of return** within the next three summers increased from 2014, with a higher share of “definites” (66% vs. 52%), and lower shares of “maybes” (12% vs. 18%) and “probables” (14% vs. 22%).

# Key Findings

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- **Satisfaction with air service** improved from 2014. On a 5-point satisfaction scale where 1 is extremely dissatisfied and 5=extremely satisfied, average satisfaction ratings improved for the following:
  - Convenience of arrival/departure times (average rating 4.1 in 2022 vs. 3.3 in 2014)
  - Convenience of connections (4.0 vs. 3.1)
  - Cities served by direct flights (3.4 vs. 2.9)
  - Cost of airfare (3.1 vs. 2.6)
- **Suggestions for GUC/flight service** included more direct flight options, better flight timing, more reliable flights, and less expensive flights. Many responses also called for the remodel/construction to be finished up, some citing anticipation/excitement for its completion.
- Observations regarding **JSX-DAL** passengers: overall a high-end, high-visit-frequency, travel-savvy group.
  - **Geographics:** 98% of JSX passengers were from Texas (81% Dallas DMA, 15% Austin, 3% Tyler/Longview; 2% FL).
  - **Demographics:** A comparatively high share of JSX pax were second homeowners (46%). Pax tended to be very affluent (72% \$250K+), and a high share were families (49%, despite JSX surveys being conducted in September).
  - **Travel patterns:** JSX pax tended to have high levels of previous visitation to the area, and were frequent users of GUC (avg 4.0 times flown out of GUC in past 12 mo. including this flight). A relatively high share golfed and fished this trip.
  - **Consideration of other airports:** Pax were comparatively likely to have considered using MTJ this trip and to have flown out of MTJ in past 12 months (although the vast majority of the guests stay in the Gunnison County area / very few if any stay in Telluride area). Relatively few considered flying out of DEN this trip, suggesting a premium on convenience and low price sensitivity.
  - **Satisfaction** with GUC, flight service, and the CB/Gunnison area as a travel destination were high.



# Demographics

# Passenger Segments: Visitor / Resident Mix

Are you a local resident of the area, or a visitor?

|   | Overall (2022/2014) |             | Visitor Type (2022)      |   |         | GUC Departing Flight (2022) |                  |               |
|---|---------------------|-------------|--------------------------|---|---------|-----------------------------|------------------|---------------|
|   | Summer 2022         | Summer 2014 | Full-time local resident | Part-time/seasonal resident or second homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|   | A                   | B           | A                        | B   | C       | A                           | B                | C             |
| Visitor   | 65%                 | 75% A       |                          |   | 100%    | 65%                         | 66% C            | 52%           |
| Part-time/seasonal resident or second homeowner                       | 20% B               | 15%         |                          | 100%  |         | 26%                         | 18%              | 46% A B       |
| Full-time local resident (reside in area more than 6 months per year) | 14% B               | 10%         | 94%                      |   |         | 8%                          | 15% A            |               |
| Former part-time resident turned full-time resident                   | 1%                  |             | 6%                       |   |         | 0%                          | 1%               | 1%            |
| n=  | 2,172               | 468         | 308                      | 428   | 1,436   | 216                         | 1,877            | 67            |

Letters denote *statistically significant differences* (95% conf. level). The key of the category with the smaller column proportion appears in the category with the larger column proportion.

- The share of respondents who are visitors declined to 65% this summer from 75% in 2014.
  - 20% were part-time residents (PTRs) or second homeowners, up from 15% in 2014.
  - 15% were full-time residents (FTRs), up from 10% in 2014.
- JSX-DAL had markedly different profile than UA-IAH and UA-DEN, with PTRs accounting for almost half of JSX pax (46%). JSX also had very few FTRs (1%), and a below-average share of visitors (52%).

# Passenger Origins: U.S. Census / World Region

## U.S. CENSUS REGION / WORLD REGION

|                               | Overall (2022/2014) |             | Visitor Type (2022)      |   |         | GUC Departing Flight (2022) |                  |               |
|-------------------------------|---------------------|-------------|--------------------------|---|---------|-----------------------------|------------------|---------------|
|                               | Summer 2022         | Summer 2014 | Full-time local resident | Part-time/seasonal resident or second homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|                               | A                   | B           | A                        | B   | C       | A                           | B                | C             |
| Southern US Census Region     | 51%                 | 49%         | 5%                       | 71% A C   | 55% A   | 84% B                       | 46%              | 100%          |
| Western US Census Region      | 28%                 | 26%         | 92%                      | 13%   | 19%     | 10%                         | 31%              |               |
| Midwestern US Census Region   | 10%                 | 13%         | 1%                       | 7% A  | 13% A B | 1%                          | 11% A            |               |
| Northeastern US Census Region | 9%                  | 11%         | 2%                       | 8% A  | 11% A   | 3%                          | 10% A            |               |
| Europe                        | 1%                  | 1%          |                          |   | 1%      | 1%                          | 1%               |               |
| Latin America / Caribbean     | 0%                  |             |                          |   | 0%      | 0%                          | 0%               |               |
| Canada                        | 0%                  | 1%          |                          |   | 0%      |                             | 0%               |               |
| Australia/NZ                  |                     | 0%          |                          |   |         |                             |                  |               |
| n=                            | 2,088               | 378         | 295                      | 408   | 1,354   | 211                         | 1,802            | 62            |

Source: RRC Associates

- Geographic origin at the Census Region level was largely steady between 2022 and 2014, with no significant shifts.
- About half of all passengers were from the South Census Region (51%). Most PTRs (71%) and visitors (55%) were from the South.
- The West was the next leading market (28%), in part because it includes most FTRs. The West is also the second largest market (albeit distantly, after the South) for visitors (19%) and PTRs (13%).
- The DEN flight has the most diverse geographic mix. DAL and IAH are heavily southern-focused.

# Passenger Origins: U.S. Census Division

- Geographic origin at the Census Division level was largely stable YOY.
- Pax are spread over a variety of divisions, led by the West South Central division (36%).
- 55% of PTRs and 37% of visitors were from the West South Central Division.
- Again, the DEN flight has a more diverse geographic mix than IAH and DAL.

## U.S. CENSUS DIVISION

|   | Overall (2022/2014) |             | Visitor Type (2022)      |   |         | GUC Departing Flight (2022) |                  |               |
|---|---------------------|-------------|--------------------------|---|---------|-----------------------------|------------------|---------------|
|   | Summer 2022         | Summer 2014 | Full-time local resident | Part-time/seasonal resident or second homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|   | A                   | B           | A                        | B   | C       | A                           | B                | C             |
| West South Central (AR, LA, OK, TX)                 | 36%                 | 33%         | 3%                       | 55% A C   | 37% A   | 76% B                       | 29%              | 98% A B       |
| Mountain (AZ, CO, ID, MT, NV, NM, UT, WY)           | 18%                 | 16%         | 90% B C                  | 7%  | 5%      | 9%                          | 19% A            |               |
| South Atlantic (DE, DC, FL, GA, MD, NC, SC, VA, WV) | 12%                 | 12%         | 1%                       | 12% A   | 14% A   | 5%                          | 13% A C          | 2%            |
| Pacific (CA, OR, WA, AK, HI)                        | 10%                 | 10%         | 1%                       | 6% A  | 14% A B | 1%                          | 12% A            |               |
| East North Central (IL, IN, MI, OH, WI)             | 6%                  | 8%          | 1%                       | 5% A  | 8% A B  | 1%                          | 7% A             |               |
| Middle Atlantic (NJ, NY, PA)                        | 6%                  | 9%          | 1%                       | 6% A  | 7% A    | 3%                          | 7%               |               |
| West North Central (IA, KS, MN, MO, NE, ND, SD)     | 4%                  | 5%          | 0%                       | 2%  | 5% A B  |                             | 4%               |               |
| East South Central (AL, KY, MS, TN)                 | 3%                  | 4%          | 0%                       | 3% A  | 4% A    | 2%                          | 4%               |               |
| New England (CT, ME, MA, NH, RI, VT)                | 3%                  | 3%          | 1%                       | 2%  | 4%      |                             | 4%               |               |
| International                                       | 1%                  | 2%          |                          | 1%  | 2%      | 1%                          | 1%               |               |
| US territories & overseas armed forces              | 0%                  |             |                          | 0%  |         |                             | 0%               |               |
| n=  | 2,088               | 378         | 295                      | 408   | 1,354   | 211                         | 1,802            | 62            |

Source: RRC Associates

# Passenger Origins: Top 10 States

- Texas accounted for almost three in ten total passengers (29%) – and 47% of PTRs, 30% of visitors.
- Texas also accounted for a majority of passengers on the IAH and DAL flights (72-98%), and 23% of passengers on the DEN flight.
- Patterns were largely similar between Summer 2022 vs. 2014.

## STATE / COUNTRY (Top 10)

|            | Overall (2022/2014) |             | Visitor Type (2022)      |   |         | GUC Departing Flight (2022) |                  |               |
|------------|---------------------|-------------|--------------------------|---|---------|-----------------------------|------------------|---------------|
|            | Summer 2022         | Summer 2014 | Full-time local resident | Part-time/seasonal resident or second homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|            | A                   | B           | A                        | B   | C       | A                           | B                | C             |
| Texas      | 29%                 | 25%         | 3%                       | 47% A C   | 30% A   | 72% B                       | 23%              | 98% A B       |
| Colorado   | 15%                 | 13%         | 90% B C                  | 4% C  | 1%      | 9%                          | 16% A            |               |
| California | 7%                  | 8%          | 1%                       | 4% A  | 10% A B | 0%                          | 8% A             |               |
| Florida    | 4%                  | 5%          |                          | 6% C  | 4%      | 2%                          | 4%               | 2%            |
| Oklahoma   | 4%                  | 4%          | 0%                       | 6% A  | 4% A    | 0%                          | 4%               |               |
| New York   | 3%                  | 3%          | 0%                       | 4% A  | 4% A    | 1%                          | 4%               |               |
| Illinois   | 3%                  | 3%          | 0%                       | 2%  | 3% A    | 0%                          | 3%               |               |
| Virginia   | 2%                  | 3% A        | 0%                       | 2%  | 2%      | 1%                          | 2%               |               |
| Tennessee  | 2%                  | 2%          |                          | 2%  | 2%      | 0%                          | 2%               |               |
| Georgia    | 2%                  | 1%          | 0%                       | 1%  | 2%      |                             | 2%               |               |
| n=         | 2,088               | 378         | 295                      | 408   | 1,354   | 211                         | 1,802            | 62            |

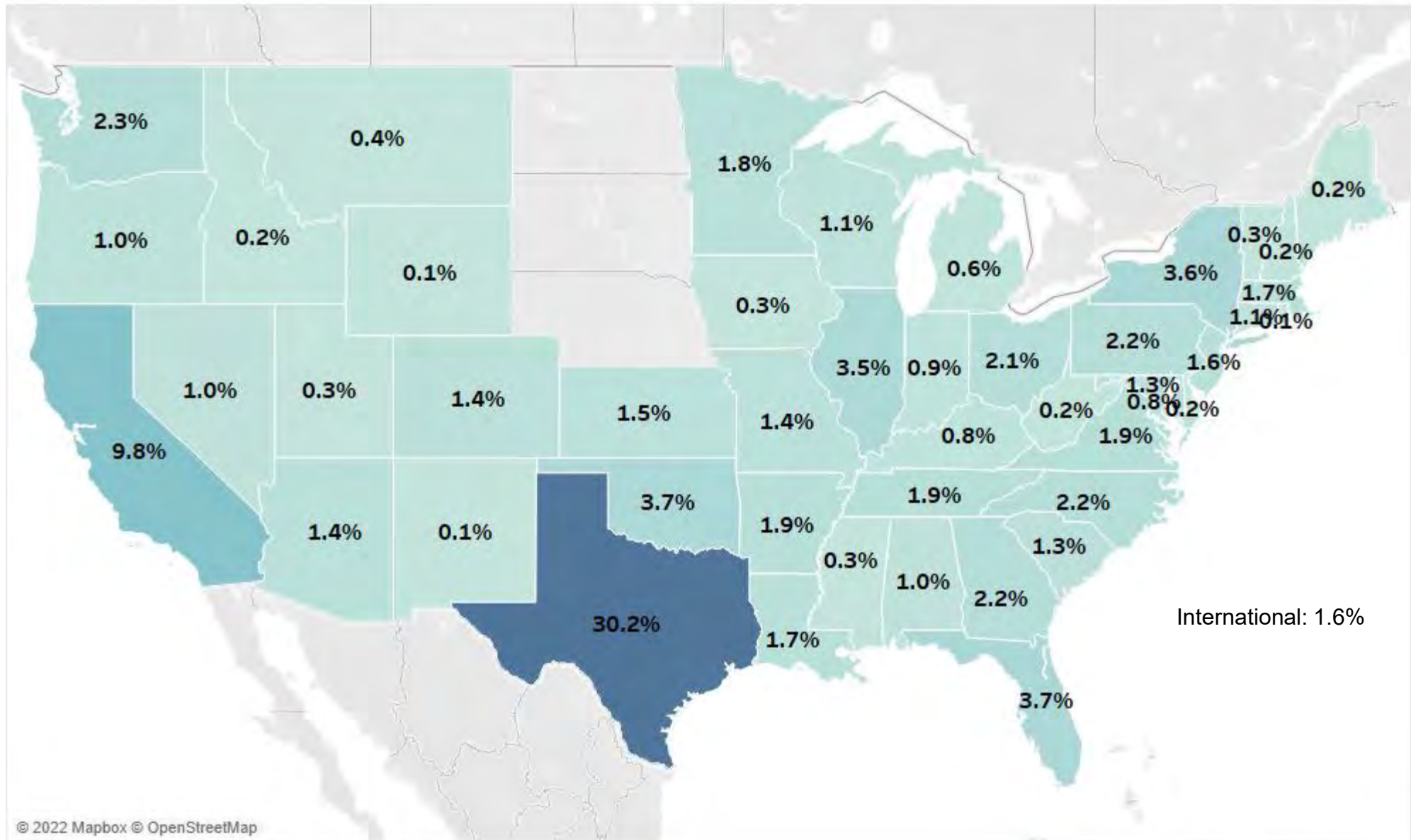
Source: RRC Associates

## Visitor residence, 2022 (FTRs / PTRs excluded)

# Visitor State of Residence 2022

(FTRs & PTRs excluded)

- Texas is the clear leader (30.2%).
- California a distant but strong second (9.8%).
- Other states under 4%.



© 2022 Mapbox © OpenStreetMap

Source: RRC Associates

# Passenger Origins: Top 10 DMAs

## DESIGNATED MARKET AREA (Top 10)

|  | Overall (2022/2014) |             | Visitor Type (2022)      |   |         | GUC Departing Flight (2022) |                  |               |
|--|---------------------|-------------|--------------------------|---|---------|-----------------------------|------------------|---------------|
|  | Summer 2022         | Summer 2014 | Full-time local resident | Part-time/seasonal resident or second homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|  | A                   | B           | A                        | B   | C       | A                           | B                | C             |
| Denver -- CO, NE, NV, WY                 | 15%                 | 12%         | 89% B C                  | 4% C  | 1%      | 9%                          | 16% A            |               |
| Houston -- TX                            | 9%                  | 9%          | 0%                       | 12% A   | 9% A    | 57% B                       | 6%               |               |
| Dallas - Fort Worth -- TX                | 10%                 | 8%          | 1%                       | 19% A C   | 9% A    | 4%                          | 6%               | 81% A B       |
| Austin -- TX                             | 7% B                | 3%          | 1%                       | 12% A C   | 7% A    | 5%                          | 7%               | 15% B         |
| Los Angeles -- CA                        | 3%                  | 4%          | 0%                       | 2%  | 4% A    |                             | 3%               |               |
| New York -- CT, NJ, NY, PA               | 4%                  | 6%          | 0%                       | 6% A  | 5% A    | 1%                          | 5%               |               |
| San Francisco - Oakland - San Jose -- CA | 2%                  | 2%          |                          | 1%  | 3%      |                             | 2%               |               |
| Chicago -- IL, IN                        | 2%                  | 3%          |                          | 1%  | 3% B    | 0%                          | 3%               |               |
| Tulsa -- KS, OK                          | 2%                  | 4% A        |                          | 3%  | 2%      |                             | 2%               |               |
| San Antonio -- TX                        | 2%                  | 3%          |                          | 3%  | 2%      | 3%                          | 2%               |               |
| n=                                       | 2,086               | 378         | 295                      | 407   | 1,353   | 211                         | 1,800            | 62            |

Source: RRC Associates

- Among visitors/PTRs only (not graphed), leading DMAs this summer were Dallas (11.2%), Houston (10.0%), Austin (8.1%), New York (5.0%), Los Angeles (3.3%), and Chicago (3.0%).
- Among visitors/PTRs only, there was a significant YOY increase from Austin (8.1% in 2022 vs. 3.5% in 2014).
- The DAL flight carried a high share of Dallas residents (81%), and the IAH flight carried a high share of Houston residents (57%).

# Age

## Age

|             | Overall (2022/2014) |             | Visitor Type (2022)      |   |         | GUC Departing Flight (2022) |                  |               |
|-------------|---------------------|-------------|--------------------------|---|---------|-----------------------------|------------------|---------------|
|             | Summer 2022         | Summer 2014 | Full-time local resident | Part-time/seasonal resident or second homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|             | A                   | B           | A                        | B   | C       | A                           | B                | C             |
| Under 18    | 2% B                | 1%          | 1%                       | 3%  | 2%      | 1%                          | 3%               |               |
| 18 - 24     | 9% B                | 5%          | 8%                       | 10%   | 9%      | 9%                          | 10%              | 4%            |
| 25 - 34     | 16%                 | 14%         | 17% B                    | 10%   | 18% B   | 18% C                       | 17% C            | 4%            |
| 35 - 44     | 16%                 | 15%         | 19%                      | 12%   | 17%     | 11%                         | 16%              | 25% A         |
| 45 - 54     | 19%                 | 16%         | 24% C                    | 23%   | 17%     | 16%                         | 19%              | 23%           |
| 55 - 64     | 19%                 | 23%         | 18%                      | 21%   | 19%     | 26%                         | 19%              | 27%           |
| 65 - 74     | 13%                 | 21% A       | 11%                      | 17%   | 12%     | 14%                         | 12%              | 18%           |
| 75 or older | 4%                  | 6%          | 3%                       | 5%  | 4%      | 6%                          | 4%               |               |
| Avg.        | 47.0                | 51.5 A      | 46.1                     | 49.5 A C  | 46.3    | 49.2                        | 46.5             | 51.6 B        |
| n=          | 1,874               | 393         | 270                      | 370   | 1,213   | 179                         | 1,625            | 56            |

Source: RRC Associates

- The age profile of passengers is broadly distributed across the 18 – 74 age range.
- PTRs have a somewhat older age profile (average 49.5 years) than FTRs & visitors (46.1-46.3 respectively).
- The age profile shifted younger in 2022, with the average age falling to 47.0 from 51.5 in 2014.
- DAL pax tend to have a comparatively older age profile (avg age 51.6; just 7% under age 35).



# Marital / Family Status

Which best describes your marital/household status?

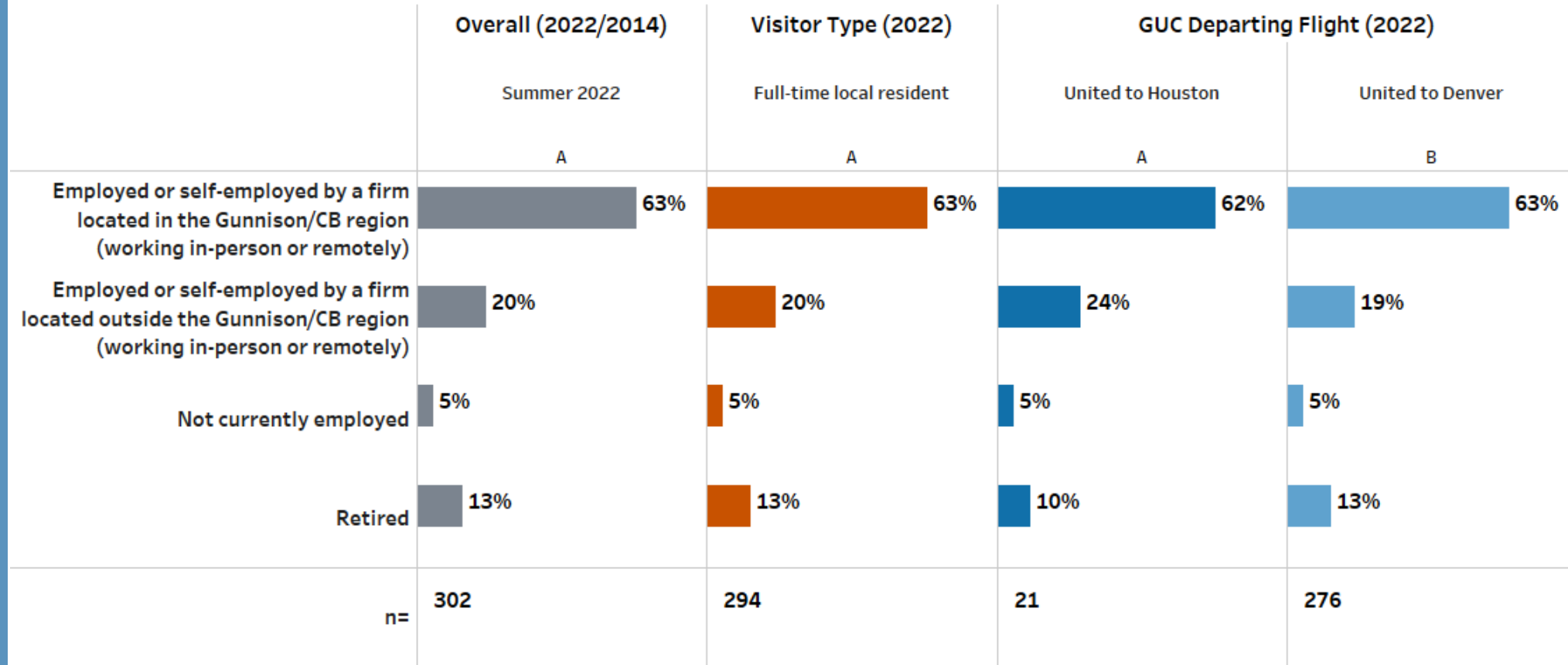
|                                 | Overall (2022/2014) |             | Visitor Type (2022)      |   |         | GUC Departing Flight (2022) |                  |               |
|---------------------------------|---------------------|-------------|--------------------------|---|---------|-----------------------------|------------------|---------------|
|                                 | Summer 2022         | Summer 2014 | Full-time local resident | Part-time/seasonal resident or second homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|                                 | A                   | B           | A                        | B   | C       | A                           | B                | C             |
| Couple, no children at home     | 33%                 | 39% A       | 37%                      | 33%   | 32%     | 41%                         | 32%              | 31%           |
| Household with children at home | 29%                 | 25%         | 28%                      | 33%   | 28%     | 21%                         | 29%              | 49% A B       |
| Single, no children at home     | 27%                 | 24%         | 27%                      | 20%   | 29% B   | 24% C                       | 28% C            | 10%           |
| Empty nester                    | 11%                 | 11%         | 8%                       | 14%   | 11%     | 14%                         | 11%              | 10%           |
| n=                              | 1,946               | 392         | 280                      | 388   | 1,255   | 189                         | 1,683            | 59            |

Source: RRC Associates

- The largest share of respondents were couples with no kids at home (33%, down from 39% in 2014), followed by households with kids (29%), singles (27%) and empty nesters (11%).
- Households were mostly similar across visitor types.
- DAL pax were more likely than average to be in family households with kids, and less likely than average to be singles without kids.

# Employment Status (FTRs)

## What is your current employment status? (Local residents)



Source: RRC Associates

- As a measure of remote work, 20% of FTRs were employed/self employed by a firm located out of the Gunnison/CB region.

# Household Income

- Passengers tend to be affluent, with a median HHI of \$167,000.
- By segment, PTRs are most affluent (median \$250k+), followed by visitors (\$160,000) and FTRs (\$111,000).
- By flight, Dallas passengers were most affluent (72% earning \$250k+), followed by Houston passengers (53% earning \$250k+) and Denver passengers (32% earning \$250k+).
- Controlling for inflation, the median HHI was slightly lower in '22 than '14 (167k v 179k).

## Annual household income (before taxes):

|                   | Overall     |             | Visitor Type (2022)      |   |         | GUC Departing Flight (2022) |                  |               |
|-------------------|-------------|-------------|--------------------------|---|---------|-----------------------------|------------------|---------------|
|                   | Summer 2022 | Summer 2014 | Full-time local resident | Part-time/seasonal resident or second homeo.. | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|                   | A           | B           | A                        | B   | C       | A                           | B                | C             |
| \$0-\$24,999      | 4%          | 5%          | 7%                       | 4%  | 4%      | 2%                          | 5%               | 3%            |
| \$25-\$49,999     | 5%          | 7%          | 11% B C                  | 3%  | 4%      | 4%                          | 5%               |               |
| \$50-\$74,999     | 10%         | 9%          | 18% B C                  | 3%  | 10% B   | 5%                          | 11%              | 3%            |
| \$75-\$99,999     | 9%          | 12%         | 10% B                    | 3%  | 10% B   | 11%                         | 9%               | 6%            |
| \$100-\$124,999   | 10%         | 10%         | 10%                      | 7%  | 10%     | 10%                         | 10%              |               |
| \$125-\$149,999   | 8%          | 10%         | 8%                       | 5%  | 9%      | 3%                          | 9%               |               |
| \$150-\$199,999   | 11%         | 7%          | 12%                      | 8%  | 12%     | 8%                          | 11%              | 11%           |
| \$200-\$249,999   | 8%          | 8%          | 6%                       | 6%  | 9%      | 4%                          | 8%               | 6%            |
| \$250,000 or more | 35%         | 32%         | 17%                      | 61% A C                                       | 32% A   | 53% B                       | 32%              | 72% B         |
| n=                | 1,417       | 285         | 235                      | 260   | 910     | 131                         | 1,241            | 36            |

Interpolated Median → \$167k  
 \$144k (\$179k in '22 dollars)

\$111k

\$250k+

\$160k

\$250k+

\$156k

\$250k+

Source: RRC Associates

# Size of Travel Party

- The overall average party size this Summer was 2.0 people, largely consistent with 2.1 people in 2014.
- FTRs had significantly smaller parties (avg 1.5 people) than PTRs (avg 1.9) and visitors (avg 2.2).
- Party sizes were largely similar across flight routes.

## Including yourself, how many people are in your immediate travel party today?

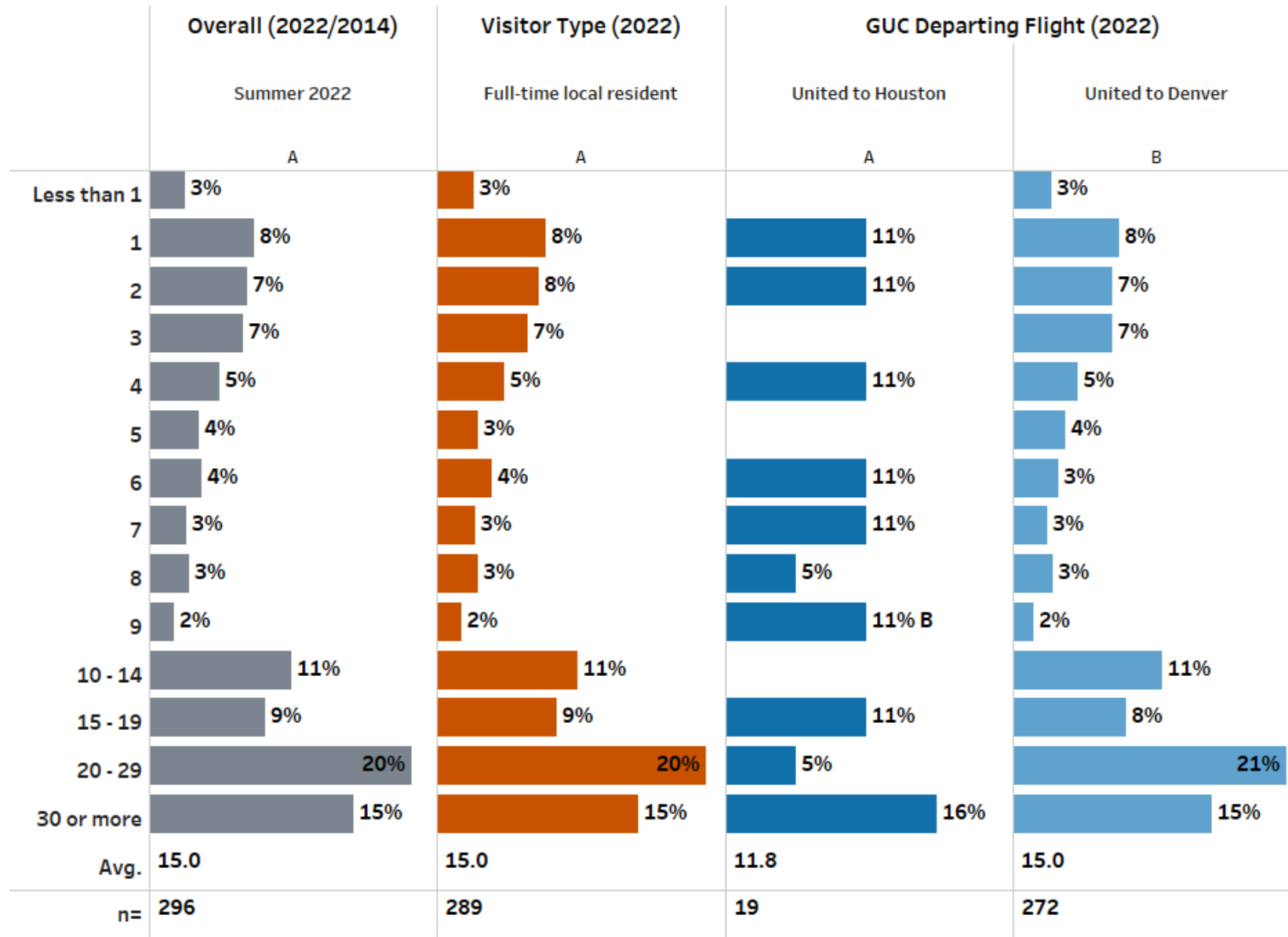
|         | Overall (2022/2014) |             | Visitor Type (2022)      |   | GUC Departing Flight (2022) |                   |                  |               |
|---------|---------------------|-------------|--------------------------|---|-----------------------------|-------------------|------------------|---------------|
|         | Summer 2022         | Summer 2014 | Full-time local resident | Part-time/seasonal resident or second homeowner | Visitor                     | United to Houston | United to Denver | JSX to Dallas |
|         | A                   | B           | A                        | B   | C                           | A                 | B                | C             |
| 1       | 48%                 | 47%         | 68% B C                  | 50%   | 43%                         | 35%               | 49% A            | 45%           |
| 2       | 32%                 | 33%         | 24%                      | 30%   | 34% A                       | 40%               | 31%              | 36%           |
| 3       | 7%                  | 5%          | 4%                       | 10% A   | 7%                          | 11% C             | 7%               | 3%            |
| 4       | 7%                  | 7%          | 3%                       | 5%  | 8% A                        | 9%                | 7%               | 6%            |
| 5       | 2%                  | 1%          | 0%                       | 3% A  | 2%                          | 2%                | 2%               | 3%            |
| 6       | 1%                  | 5% A        | 1%                       | 0%  | 2%                          | 0%                | 1%               | 2%            |
| 7       | 1% B                | 0%          |                          | 2%  | 1%                          | 1%                | 1%               | 5% B          |
| 8       | 0%                  | 1% A        |                          | 0%  | 0%                          |                   | 0%               |               |
| 9       | 0%                  |             |                          |   | 0%                          |                   | 0%               |               |
| 10 - 14 | 1%                  | 0%          |                          |   | 1%                          |                   | 1%               |               |
| 15 - 19 | 0%                  |             |                          |   | 0%                          |                   | 0%               |               |
| 20 - 29 | 0%                  |             |                          |   | 0%                          |                   | 0%               |               |
| Avg.    | 2.0                 | 2.1         | 1.5                      | 1.9 A   | 2.2 A B                     | 2.1               | 2.0              | 2.1           |
| n=      | 2,164               | 474         | 303                      | 423   | 1,418                       | 219               | 1,867            | 66            |

Source: RRC Associates

# Years Lived in Gunnison/ CB Region (FTRs)

- FTRs have lived in the region an average of 15 years.
- Overall a very broad distribution of newer and older residents.

How many years have you been living in the Gunnison/CB region? (Local residents)



Source: RRC Associates

# Airport Selection

# GUC Departing Flight

On which flight are you departing Gunnison today?

|                              | Overall (2022/2014) |             | Visitor Type (2022)      |   |         | GUC Departing Flight (2022) |                  |               |
|------------------------------|---------------------|-------------|--------------------------|---|---------|-----------------------------|------------------|---------------|
|                              | Summer 2022         | Summer 2014 | Full-time local resident | Part-time/seasonal resident or second homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|                              | A                   | B           | A                        | B   | C       | A                           | B                | C             |
| United to Denver (afternoon) | 51%                 |             | 39%                      | 43%   | 56% A B |                             | 57%              |               |
| United to Denver (morning)   | 38%                 | 90% A       | 57% B C                  | 37%   | 34%     |                             | 43%              |               |
| United to Houston            | 6%                  | 10% A       | 3%                       | 7%  | 6%      | 100%                        |                  |               |
| JSX to Dallas                | 5%                  |             | 1%                       | 13% A C   | 4% A    |                             |                  | 100%          |
| n=                           | 2,193               | 476         | 306                      | 425   | 1,429   | 221                         | 1,905            | 67            |

Source: RRC Associates

- In 2022, the largest volume of passengers flew to DEN in the afternoon (51%), followed by DEN in the morning (38%), IAH (6%), and DAL (5%).
  - Passenger volumes were reported by airlines, and survey data was weighted to match these volumes.
- FTRs were comparatively likely to take the DEN morning flight (57%, vs. 38% of pax overall), and less likely than average to take other flights.
  - Visitors were comparatively likely to take DEN afternoon flights (56%).
  - PTRs were comparatively likely to fly JSX (13%).

# Consideration of Other Airports

For this trip, did you consider beginning air travel at any other airports?

|                              | Overall (2022/2014) |             | Visitor Type (2022)      |   |         | GUC Departing Flight (2022) |                  |               |
|------------------------------|---------------------|-------------|--------------------------|---|---------|-----------------------------|------------------|---------------|
|                              | Summer 2022         | Summer 2014 | Full-time local resident | Part-time/seasonal resident or second homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|                              | A                   | B           | A                        | B   | C       | A                           | B                | C             |
| No, only considered Gunnison | 62%                 | 61%         | 41%                      | 67% A   | 65% A   | 66%                         | 62%              | 61%           |
| Denver International         | 23%                 | 20%         | 38% B C                  | 15%   | 22% B   | 20% C                       | 24% C            | 6%            |
| Montrose                     | 20%                 | 22%         | 41% B C                  | 20% C   | 15%     | 19%                         | 19%              | 27%           |
| Grand Junction               | 4%                  | 7% A        | 13% B C                  | 3%  | 3%      | 2%                          | 4%               | 7%            |
| Colorado Springs             | 3%                  | 7% A        | 5% C                     | 3%  | 2%      | 3%                          | 3%               | 1%            |
| Other                        | 2%                  | 1%          | 2%                       | 1%  | 2%      | 3%                          | 2%               | 1%            |
| n=                           | 2,181               | 466         | 307                      | 424   | 1,419   | 218                         | 1,885            | 67            |

Source: RRC Associates

- Altogether, 38% considered other airports for this trip, primarily Denver (23%) or Montrose (20%), similar to 2014.
  - Consideration of Grand Junction and Colorado Springs declined relative to 2014.
- FTRs were most likely to consider other airports (59%), followed by visitors (35%) and PTRs (33%).
  - FTRs were more likely to consider DEN, MTJ, GJT, and COS than PTRs and visitors.
  - Visitors were more likely to consider DEN than PTRs. PTRs were more likely to consider MTJ than visitors.
- JSX pax were less likely than UA pax to consider DEN, and somewhat more likely to consider MTJ.



# Why Chose GUC

- GUC's location is the dominant reason for selection (92%).
- Following distantly are minimizing travel time (22%), ease of use of GUC (19%), and varied other reasons.
- FTRs and PTRs are more likely than visitors to cite travel time, ease of use, convenience of flight times, convenience of connections, and cost – suggesting that FTRs/PTRs are more discerning and careful in their airport decisions.
- IAH and DAL fliers are both significantly more likely than DEN fliers to cite availability of nonstop flights to my destination (28-36% v. 2%).
- JSX pax cited more reasons (avg 2.6 reasons) than other pax (avg 1.8 reasons), suggesting that JSX flights met their needs well.

Recognizing that there are other airports in the region, why did you choose the Gunnison Airport for this trip?

|  | Overall (2022/2014) |             | Visitor Type (2022)      |   |         | GUC Departing Flight (2022) |                  |               |
|--|---------------------|-------------|--------------------------|---|---------|-----------------------------|------------------|---------------|
|  | Summer 2022         | Summer 2014 | Full-time local resident | Part-time/seasonal resident or second homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|  | A                   | B           | A                        | B   | C       | A                           | B                | C             |
| Convenience of location/proximity to origin or destination   | 92%                 | 90%         | 92%                      | 93%   | 92%     | 94%                         | 92%              | 90%           |
| Minimize overall travel time   | 22%                 |             | 34% C                    | 28% C   | 18%     | 28%                         | 21%              | 33% B         |
| Ease of use of GUC (e.g., quick, efficient, stress-free)   | 19%                 |             | 33% C                    | 27% C   | 14%     | 23%                         | 18%              | 30% B         |
| Convenience of arrival/departure times from Gunnison   | 15%                 | 11%         | 20% C                    | 17%   | 13%     | 21%                         | 14%              | 24% B         |
| Convenience of flight connections (if connecting in DEN, IAH, DAL)   | 14% B               | 4%          | 16%                      | 16%   | 14%     | 10%                         | 15% C            | 6%            |
| Cost of airfare was competitive  | 9%                  | 18% A       | 12% C                    | 12% C   | 7%      | 11%                         | 8%               | 21% B         |
| Availability of nonstop flight to my final destination   | 6%                  |             | 2%                       | 10% A C   | 5%      | 28% B                       | 2%               | 36% B         |
| Minimize overall travel costs  | 4%                  |             | 5%                       | 5%  | 4%      | 5%                          | 4%               | 10% B         |
| Reliability of flights at GUC (e.g., low chance of delays/cancellations, backup options in case of delays/cancellations) | 3%                  |             | 3%                       | 4%  | 3%      | 5%                          | 3%               | 6%            |
| Other  | 2%                  | 4%          | 2%                       | 3%  | 3%      |                             | 3%               | 3%            |
| n=   | 2,190               | 184         | 308                      | 424   | 1,430   | 216                         | 1,894            | 67            |



# Use of GUC in Past 12 Months

- Most respondents were taking their first trip from GUC in 12 months (57%), particularly visitors (75%).
- By contrast, most FTRs (74%) and PTRs (80%) had previously flown out of GUC in the past 12 months, averaging 4.3 trips and 3.8 trips apiece (vs. 1.5 trips for visitors).
- JSX pax were more frequent users of GUC (avg 4.0 trips) than UA pax (2.3-2.5 trips).

Including this flight, how many times have you flown out of GUC in last 12 months? (Cap: 40 times)

|         | Overall (2022/2014) |             | Visitor Type (2022)      |   |         | GUC Departing Flight (2022) |                  |               |
|---------|---------------------|-------------|--------------------------|---|---------|-----------------------------|------------------|---------------|
|         | Summer 2022         | Summer 2014 | Full-time local resident | Part-time/seasonal resident or second homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|         | A                   | B           | A                        | B   | C       | A                           | B                | C             |
| 1       | 57%                 | 60%         | 26%                      | 20%   | 75% A B | 58% C                       | 59% C            | 38%           |
| 2       | 18%                 | 16%         | 19%                      | 20%   | 17%     | 20%                         | 18%              | 16%           |
| 3       | 9%                  | 7%          | 17% C                    | 20% C   | 3%      | 6%                          | 9%               | 11%           |
| 4       | 5%                  | 6%          | 11% C                    | 12% C   | 2%      | 3%                          | 5%               | 8%            |
| 5 - 9   | 8%                  | 7%          | 14% C                    | 21% C   | 2%      | 8%                          | 7%               | 17% B         |
| 10 - 19 | 3%                  | 3%          | 8% C                     | 7% C  | 1%      | 3%                          | 3%               | 9% B          |
| 20 - 29 | 0%                  | 1%          | 2% B                     | 0%  |         | 1%                          | 0%               |               |
| 30 - 40 | 0%                  | 0%          | 1% C                     |   | 0%      | 0%                          | 0%               | 2% B          |
| Avg.    | 2.4                 | 2.7         | 4.3 C                    | 3.8 C   | 1.5     | 2.5                         | 2.3              | 4.0 A B       |
| n=      | 2,065               | 474         | 285                      | 413   | 1,343   | 206                         | 1,785            | 64            |

Source: RRC Associates

# Other Airports Used in Past 12 Months

What other airports, if any, have you used to travel to/from the Gunnison area in the past 12 months?

|  | Overall (2022/2014) |             | Visitor Type (2022)      |   |         | GUC Departing Flight (2022) |                  |               |
|--|---------------------|-------------|--------------------------|---|---------|-----------------------------|------------------|---------------|
|  | Summer 2022         | Summer 2014 | Full-time local resident | Part-time/seasonal resident or second homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|  | A                   | B           | A                        | B   | C       | A                           | B                | C             |
| None, have only used Gunnison/GUC                      | 25%                 | 37% A       | 13%                      | 31% A   | 26% A   | 33%                         | 25%              | 27%           |
| None, haven't taken any other flights to/from the area | 26% B               | 21%         | 7%                       | 8%  | 36% A B | 21%                         | 27%              | 17%           |
| Denver/DEN (flight connections excluded)               | 39% B               | 27%         | 64% B C                  | 41% C   | 33%     | 37%                         | 40% C            | 27%           |
| Montrose   | 18%                 | 19%         | 42% C                    | 34% C   | 8%      | 13%                         | 17%              | 39% A B       |
| Grand Junction   | 3%                  | 7% A        | 9% B C                   | 4% C  | 1%      | 1%                          | 3%               | 2%            |
| Colorado Springs                                       | 3%                  | 5% A        | 6% C                     | 4% C  | 2%      | 5%                          | 2%               | 6% B          |
| Other  | 3%                  | 3%          | 2%                       | 4%  | 4%      | 4%                          | 4%               | 3%            |
| n=   | 2,116               | 458         | 298                      | 412   | 1,385   | 214                         | 1,828            | 64            |

- Altogether, 49% of passengers had used other airports in the past 12 months, up from 42% in 2014.
- FTRs and PTRs were much more likely to have used other airports (80% & 61%, respectively) than visitors (38%).
- The top alternative used was Denver (39%, up from 27% in 2014), followed by Montrose (18%).
  - Pax were less likely to have used GJT (3% in 2022 v. 7% in 2014) and COS (3% v. 5%).
  - JSX pax were more likely than UA pax to have used MTJ (39% vs. 13-17%), and less likely to have used DEN.

Source: RRC Associates

# Reasons for Using Other Airports in Past 12 Mo.

- Overall, the leading reason for using other airports is cost of airfare (39%), followed by convenience of flight schedules (27%) and availability of nonstop flights (25%).
- FTRs are comparatively likely to cite cost of airfare (63%), lower overall trip cost (32%), and reliability (24%).
- JSX pax are comparatively likely to cite flights sold out (12%).

## Why have you used other airport(s) to get to/from the region in the past 12 months?

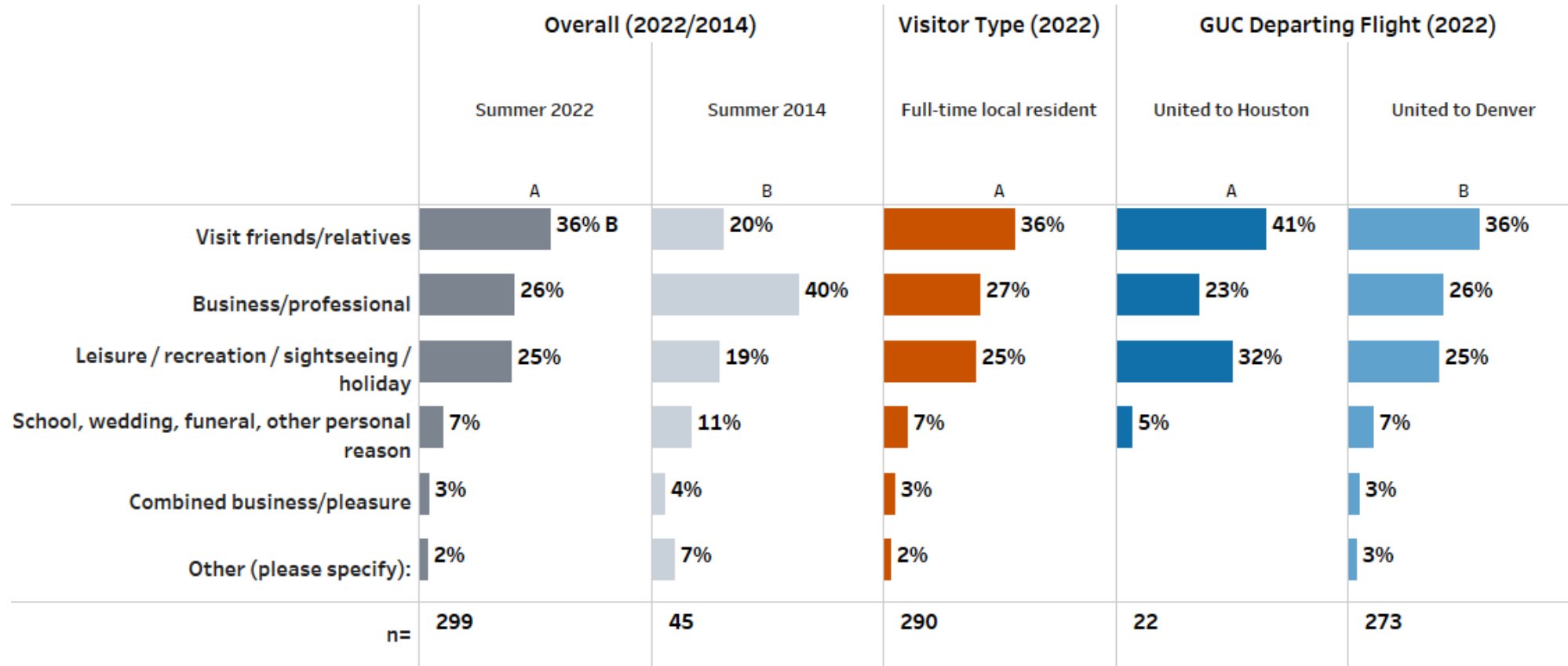
|  | Overall (2022/2014) |             | Visitor Type (2022)      |   |         | GUC Departing Flight (2022) |                  |               |
|--|---------------------|-------------|--------------------------|---|---------|-----------------------------|------------------|---------------|
|  | Summer 2022         | Summer 2014 | Full-time local resident | Part-time/seasonal resident or second homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|  | A                   | B           | A                        | B   | C       | A                           | B                | C             |
| Less expensive airfare (historic: Cost of airfare)                           | 39%                 | 53% A       | 63% B C                  | 40% C   | 27%     | 29%                         | 40%              | 30%           |
| More convenient flight schedules   | 27%                 | 43% A       | 28%                      | 35% C   | 24%     | 33%                         | 27%              | 36%           |
| Availability of nonstop flights to my final destination                      | 25%                 | 31%         | 29% C                    | 31% C   | 21%     | 25%                         | 24%              | 36%           |
| Lower overall trip cost  | 20%                 |             | 32% B C                  | 20%   | 15%     | 14%                         | 21%              | 9%            |
| Flight delays/cancellations or concerns about flight reliability at GUC      | 12%                 |             | 24% C                    | 17% C   | 5%      | 13%                         | 12%              | 6%            |
| Traveled for pleasure rather than business                                   | 9%                  |             | 8%                       | 5%  | 10%     | 9%                          | 9%               | 3%            |
| Similar or less overall travel time  | 8%                  |             | 8%                       | 9%  | 7%      | 8%                          | 8%               | 6%            |
| Conducted other activities as part of travel to that airport (e.g. shopping) | 5%                  |             | 7%                       | 4%  | 5%      | 6%                          | 5%               | 6%            |
| Flights sold out/no seats available to/from GUC                              | 5%                  |             | 6% C                     | 8% C  | 2%      | 7%                          | 4%               | 12% B         |
| Other  | 11%                 | 17% A       | 2%                       | 7% A  | 17% A B | 11%                         | 11%              | 12%           |
| n=   | 1,057               | 172         | 237                      | 250   | 558     | 100                         | 920              | 33            |

Source: RRC Associates

# Trip Characteristics

# Main Purpose of FTR Trip

## What is the MAIN purpose of your trip? (Local residents)



Source: RRC Associates

- About one-third of FTRs traveled to visit friends or relatives (36%). Smaller shares primarily traveled for business (26%), leisure or recreation (25%), or other reasons (13%).
- Relative to 2014, a decreased share of FTRs flew for business (26% in 2022 vs. 40% in 2014), while an increased share were visiting friends or relatives (36% vs. 20%).

# Main Reasons for Visitor/ PTR Trips

- Visitors and PTRs cited a diversity of reasons (avg 4.1 reasons), led by enjoying the scenic beauty (51%), recreation (44%), and climate/weather (40%).
- Reasons were largely similar in 2022 and 2014, albeit with slight declines in 2022 for recreation, previous experience, arts/music/culture, and business/professional.
- PTRs tended to cite more reasons (avg 5.4 reasons) than visitors (avg 3.7).

What were your main reason(s) for visiting the Gunnison/Crested Butte area this trip?

|                                     | Overall (2022/2014) |             | Visitor Type (2022)                                       |         | GUC Departing Flight (2022) |                  |               |
|-------------------------------------|---------------------|-------------|---|---------|-----------------------------|------------------|---------------|
|                                     | Summer 2022         | Summer 2014 | Part-time/<br>seasonal resident<br>or second<br>homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|                                     | A                   | B           | B   | C       | A                           | B                | C             |
| Enjoy scenic beauty of area         | 51%                 | 51%         | 68% C   | 45%     | 58%                         | 50%              | 49%           |
| Recreation (hiking, golf, etc.)     | 44%                 | 51% A       | 58% C   | 39%     | 45%                         | 44%              | 42%           |
| Climate/weather                     | 40%                 | 41%         | 68% C   | 31%     | 51% B                       | 38%              | 46%           |
| Mountain getaway                    | 38%                 | 35%         | 52% C   | 33%     | 41%                         | 37%              | 40%           |
| Visit friends/relatives             | 36%                 | 36%         | 24%   | 40% B   | 34% C                       | 38% C            | 18%           |
| Enjoy local town(s)/resort(s)       | 33%                 | 31%         | 51% C   | 27%     | 39%                         | 33%              | 29%           |
| Rest and relaxation                 | 30%                 | 32%         | 41% C   | 27%     | 34%                         | 31% C            | 20%           |
| Previous experience/annual vacation | 21%                 | 28% A       | 31% C   | 17%     | 23% C                       | 21% C            | 9%            |
| General sightseeing/touring         | 17%                 | 20%         | 18%   | 17%     | 21%                         | 18%              | 11%           |
| Seasonal residence/2nd home         | 17%                 | 18%         | 65% C   | 3%      | 23%                         | 16%              | 28% B         |
| Arts, music, culture                | 13%                 | 22% A       | 23% C   | 10%     | 12%                         | 13%              | 18%           |
| Group arrangement/family reunion    | 12%                 | 14%         | 10%   | 13%     | 12%                         | 13%              | 11%           |
| Wedding/honeymoon/anniversary       | 11%                 | 9%          | 2%  | 13% B   | 8%                          | 10%              | 15%           |
| Recommended by friend/family        | 9%                  | 11%         | 3%  | 11% B   | 9%                          | 9%               | 3%            |
| Business/professional               | 7%                  | 11% A       | 7%  | 7%      | 4%                          | 7%               | 12%           |
| Special event                       | 7%                  | 5%          | 2%  | 8% B    | 6%                          | 7%               | 8%            |
| Hadn't visited before/new place     | 6%                  | 8%          | 1%  | 8% B    | 4%                          | 7%               | 2%            |
| Combined business/pleasure          | 6% B                | 4%          | 13% C   | 4%      | 7%                          | 6%               | 17% B         |
| Part of a multiple destination trip | 3%                  | 4%          | 2%  | 4%      | 3%                          | 3%               | 3%            |
| Convention/conference               | 2%                  | 2%          | 1%  | 2%      | 1%                          | 2%               |               |
| Special package/offer/discount      | 0%                  | 1% A        | 0%  | 0%      |                             | 0%               |               |
| Other                               | 7% B                | 3%          | 5%  | 8%      | 5%                          | 8% C             | 2%            |
| n=                                  | 1,871               | 419         | 424   | 1,423   | 201                         | 1,595            | 65            |

Source: RRC Associates

# Most Important Reason for PTR/Visitor Trips

- Responses were again diverse, led by VFR (25%), recreation (11%), second home (11%), and wedding / honeymoon / anniversary (10%).
- Results were generally similar to 2014, with shifts of 0-4 pts.
- Visitors were more likely than PTRs to cite VFR, wedding/etc., business, special event, and group arrangement.
- PTRs were more likely than visitors to cite 2<sup>nd</sup> home and climate/weather.

Which was MOST important reason for visiting the Gunnison/Crested Butte area this trip?

|                                     | Overall (2022/2014) |             | Visitor Type (2022)                                       |         | GUC Departing Flight (2022) |                  |               |
|-------------------------------------|---------------------|-------------|---|---------|-----------------------------|------------------|---------------|
|                                     | Summer 2022         | Summer 2014 | Part-time/<br>seasonal resident<br>or second<br>homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|                                     | A                   | B           | B   | C       | A                           | B                | C             |
| Visit friends/relatives             | 25%                 | 25%         | 8%  | 29% B   | 20%                         | 26% C            | 12%           |
| Recreation (hiking, golf, etc.)     | 11%                 | 15% A       | 9%  | 12%     | 9%                          | 11%              | 9%            |
| Seasonal residence/2nd home         | 11%                 | 12%         | 45% C   | 1%      | 16%                         | 9%               | 24% B         |
| Wedding/honeymoon/anniversary       | 10%                 | 8%          | 1%  | 13% B   | 9%                          | 10%              | 14%           |
| Business/professional               | 5%                  | 8% A        | 2%  | 6% B    | 2%                          | 5%               | 5%            |
| Enjoy scenic beauty of area         | 5%                  | 3%          | 4%  | 5%      | 9%                          | 5%               | 3%            |
| Mountain getaway                    | 5%                  | 5%          | 5%  | 5%      | 6%                          | 5%               | 3%            |
| Special event                       | 5% B                | 2%          | 1%  | 6% B    | 4%                          | 5%               | 5%            |
| Group arrangement/family reunion    | 4%                  | 4%          | 1%  | 5% B    | 3%                          | 4%               | 7%            |
| Climate/weather                     | 4%                  | 3%          | 7% C  | 3%      | 6%                          | 3%               | 5%            |
| Combined business/pleasure          | 3%                  | 1%          | 4%  | 2%      | 2%                          | 2%               | 9% B          |
| Rest and relaxation                 | 2%                  | 2%          | 3%  | 2%      | 5% B                        | 2%               |               |
| Previous experience/annual vacation | 2%                  | 4% A        | 3%  | 2%      | 1%                          | 2%               |               |
| Enjoy local town(s)/resort(s)       | 1%                  | 1%          | 0%  | 1%      | 2%                          | 1%               |               |
| Convention/conference               | 1%                  | 1%          |   | 1%      | 1%                          | 1%               |               |
| Arts, music, culture                | 1%                  | 2% A        | 1%  | 1%      |                             | 0%               | 2%            |
| General sightseeing/touring         | 0%                  | 0%          |   | 1%      | 1%                          | 0%               |               |
| Hadn't visited before/new place     | 0%                  | 0%          |   | 0%      | 1%                          | 0%               |               |
| Recommended by friend/family        | 0%                  | 0%          |   | 0%      | 1%                          | 0%               |               |
| Part of a multiple destination trip | 0%                  | 1%          | 1%  | 0%      | 1%                          | 0%               |               |
| Other                               | 6% B                | 2%          | 5%  | 7%      | 3%                          | 7%               | 2%            |
| n=                                  | 1,721               | 373         | 369   | 1,332   | 186                         | 1,468            | 58            |

Source: RRC Associates



# Activity Participation

- The most popular activity was hiking (78%), followed by scenic drive (50%) and shopping (50%).
- PTRs cited more activities (average 5.5 activities) than visitors (avg 3.9).
- JSX pax were comparatively likely to cite fishing (51%, vs. 33% overall), golf (46% vs. 14%), swimming (12% vs. 8%), festival/special event (19% vs. 11%), other performing arts (10% vs. 4%), and movie/film (6% vs. 2%).

Did you or your party participate in any of the following activities this trip?

|                                    | Overall     | Visitor Type (2022)                             |         | GUC Departing Flight (2022) |                  |               |
|------------------------------------|-------------|---|---------|-----------------------------|------------------|---------------|
|                                    | Summer 2022 | Part-time/seasonal resident or second homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|                                    | A           | B   | C       | A                           | B                | C             |
| Hiking                             | 78%         | 88% C   | 76%     | 77%                         | 78%              | 83%           |
| Scenic drive                       | 51%         | 56% C   | 49%     | 60% C                       | 51%              | 43%           |
| Shopping                           | 50%         | 51%   | 51%     | 55%                         | 50%              | 48%           |
| Fishing                            | 33%         | 51% C   | 28%     | 44% B                       | 31%              | 51% B         |
| Wildlife viewing                   | 29%         | 36% C   | 26%     | 31% C                       | 30% C            | 13%           |
| Mountain biking                    | 26%         | 42% C   | 21%     | 21%                         | 26%              | 25%           |
| Concert/live music                 | 24%         | 40% C   | 19%     | 19%                         | 24%              | 33%           |
| Rafting/kayaking/boating           | 22%         | 27% C   | 20%     | 20%                         | 22%              | 17%           |
| Scenic chairlift ride              | 19%         | 17%   | 19%     | 21% C                       | 19% C            | 10%           |
| Art show/art galleries             | 19%         | 27% C   | 16%     | 17%                         | 19%              | 22%           |
| Golf                               | 14%         | 27% C   | 10%     | 27% B                       | 11%              | 46% A B       |
| Swimming                           | 12%         | 15% C   | 11%     | 8%                          | 12%              | 8%            |
| Festival/event (please specify)    | 11%         | 15% C   | 10%     | 7%                          | 11%              | 19% A B       |
| Road biking                        | 9%          | 14% C   | 7%      | 9%                          | 9%               | 10%           |
| Museum(s)                          | 8%          | 8%  | 9%      | 8%                          | 8%               | 6%            |
| Gravel biking/gravel grinding      | 6%          | 10% C   | 5%      | 4%                          | 6%               | 10%           |
| Adventure Park at ski area         | 5%          | 7% C  | 4%      | 2%                          | 5%               | 8%            |
| Other performing arts (play, etc.) | 4%          | 10% C   | 2%      | 3%                          | 4%               | 10% B         |
| Movie/film                         | 2%          | 5% C  | 1%      | 1%                          | 2%               | 6% B          |
| Other                              | 8%          | 7%  | 8%      | 6%                          | 8%               | 8%            |
| n=                                 | 1,768       | 414   | 1,334   | 191                         | 1,506            | 63            |

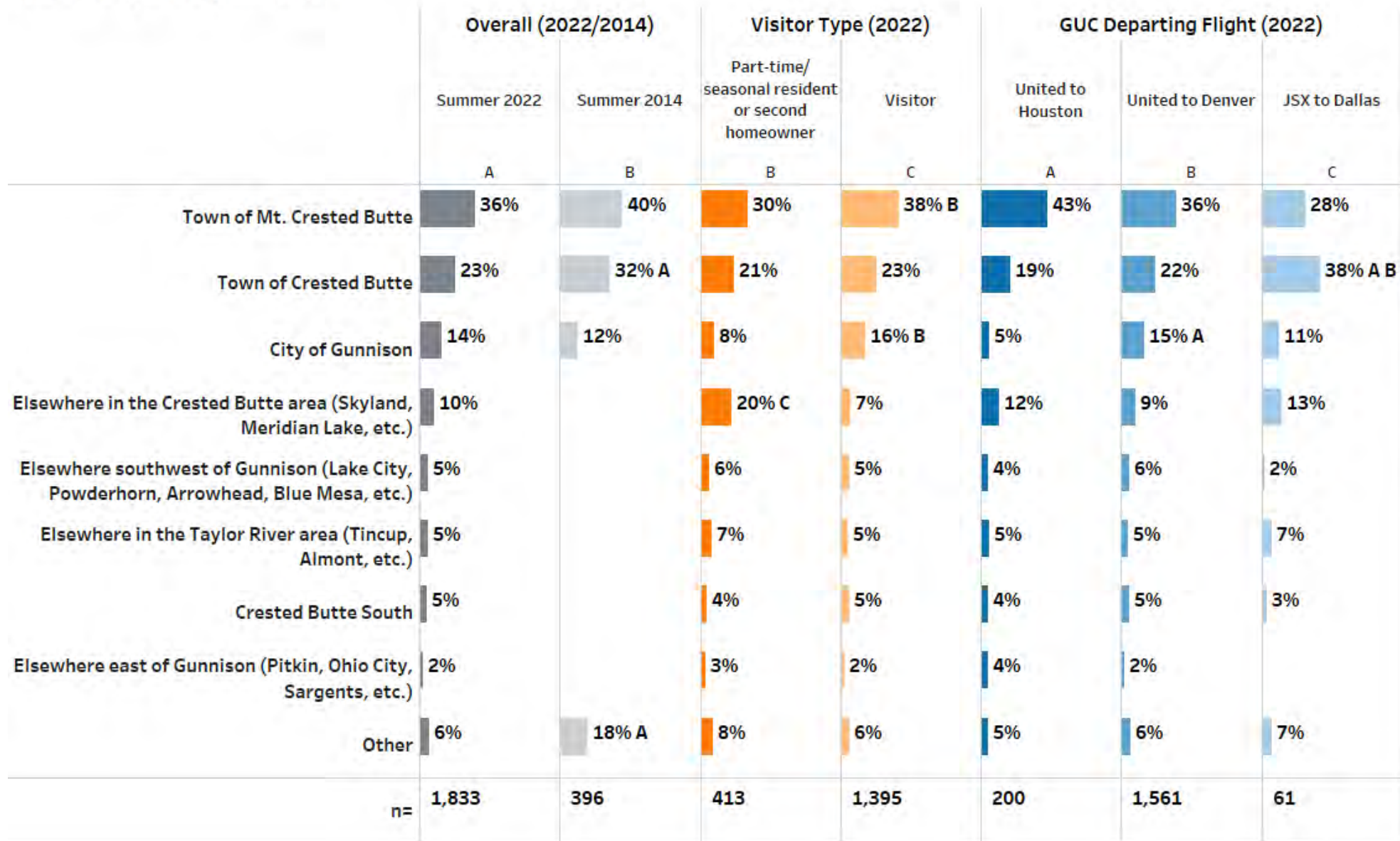
Source: RRC Associates



# Where Did You Stay?

- Visitors/PTRs stayed in a diversity of locations, led by MCB (36%), CB (23%) and Gunnison (14%).
- Visitors were more likely than PTRs to stay in MCB (38% vs. 30%) and Gunnison (16% vs. 8%), and less likely to stay in the area surrounding CB (7% vs. 20%).

## Where did you stay this trip?



Source: RRC Associates

# Lodging Type

- Visitors/PTRs used a mix of lodging types, led by rental lodging (38%), stays with local family / friends (22%), my own vacation unit (19%), and vacation unit owned by family/friends (17%).
- PTRs largely stayed in owned vacation units (76%) or in a friends/family owned vacation unit (10%).
- Relative to 2014, stays in rental lodging dipped in 2022 (38% vs. 48%), while stays with local family/friends increased (22% vs. 17%).

## Which best describes your lodging accommodations this trip?

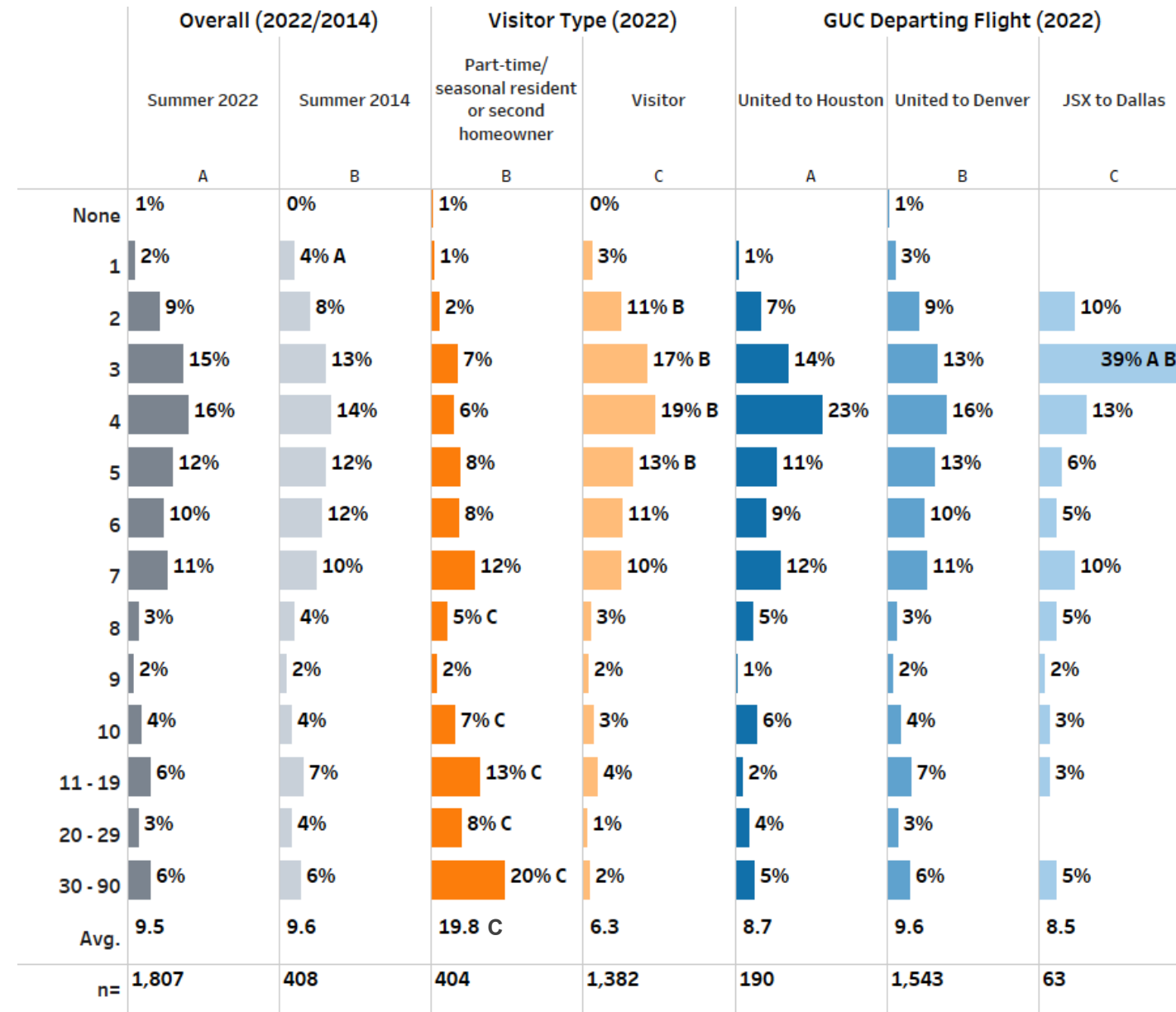
|   | Overall (2022/2014) |             | Visitor Type (2022)                                       |         | GUC Departing Flight (2022) |                  |               |
|---|---------------------|-------------|---|---------|-----------------------------|------------------|---------------|
|   | Summer 2022         | Summer 2014 | Part-time/<br>seasonal resident<br>or second<br>homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|   | A                   | B           | B   | C       | A                           | B                | C             |
| Stayed with friends/family who live in the area                         | 22% B               | 17%         | 7%  | 27% B   | 21%                         | 23% C            | 13%           |
| Other rental lodging: hotel / motel / bed & breakfast / cabin / cottage | 20%                 | 27% A       | 2%  | 26% B   | 17%                         | 21% C            | 11%           |
| I own/timeshare my accommodations                                       | 19%                 | 19%         | 76% C   | 2%      | 24%                         | 17%              | 44% A B       |
| Rented a condo / townhome / house                                       | 18%                 | 21%         | 4%  | 23% B   | 17%                         | 18%              | 16%           |
| Stayed in a vacation unit owned by family/friends                       | 17%                 | 14%         | 10%   | 19% B   | 22%                         | 16%              | 19%           |
| Tent camping or backpacking   | 2%                  | 2%          | 1%  | 3% B    | 1%                          | 3%               |               |
| Recreational vehicle (RV)/camper vehicle                                | 1%                  | 1%          | 1%  | 1%      |                             | 1%               |               |
| Other   | 4% B                | 2%          | 3%  | 5%      | 3%                          | 5%               |               |
| n=  | 1,841               | 401         | 417   | 1,401   | 198                         | 1,569            | 63            |

Source: RRC Associates

# Nights in Gunnison/CB area

- The average length of stay was 9.5 nights, consistent with 2014 at 9.6 nights.
- PTRs have significantly longer average stays than visitors (19.8 nights vs. 6.3 nights).

(Visitors & part-time locals only) How many nights did you stay in the Gunnison/CB area this trip? (cap 90 nights)



Source: RRC Associates

# Likelihood to Recommend Gunnison/CB Area

How likely would you be to recommend the Gunnison/Crested Butte area as a summer travel destination to a friend or family member? (Scale: 0=not at all likely / 5=neutral / 10=extremely likely)

## Net promoter category (likelihood to recommend Gunnison/CB area)

|                    | Overall     | Visitor Type (2022)                             |         | GUC Departing Flight (2022) |                  |               |
|--------------------|-------------|---|---------|-----------------------------|------------------|---------------|
|                    | Summer 2022 | Part-time/seasonal resident or second homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|                    | A           | B   | C       | A                           | B                | C             |
| Promoters (% 9,10) | 74%         | 85% C   | 70%     | 82%                         | 72%              | 82%           |
| Passive (% 7,8)    | 21%         | 11%   | 23% B   | 16%                         | 21%              | 15%           |
| Detractors (% 0-6) | 6%          | 3%  | 7% B    | 2%                          | 6%               | 3%            |
| NPS Score          | 68          | 81 C  | 63      | 80 B                        | 66               | 79            |
| n=                 | 1,836       | 414   | 1,400   | 197                         | 1,566            | 62            |

Source: RRC Associates

- 74% of passengers would be highly likely to recommend the Gunnison/CB area (“promoters”); 21% would be moderately likely (“passive”); and 6% would be unlikely (“detractors”).
- The “Net Promoter Score” (promoters minus detractors) is 68%.
- PTRs are significantly more positive (NPS 81%) than visitors (NPS 63%). Passengers on the IAH and DAL flights are also more positive (NPS 80-79%) than pax on the DEN flight (NPS 66%).



# Previous Visits & Likelihood to Return



# Previous Summer Trips to Gunnison / Crested Butte

How many previous visits have you made to the Gunnison/Crested Butte area in the past five summers?

|  | Overall (2022/2014) |             | Visitor Type (2022)                                       |         | GUC Departing Flight (2022) |                  |               |
|--|---------------------|-------------|---|---------|-----------------------------|------------------|---------------|
|  | Summer 2022         | Summer 2014 | Part-time/<br>seasonal resident<br>or second<br>homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|  | A                   | B           | B   | C       | A                           | B                | C             |
| One previous visit in past 5 summers                 | 7%                  | 9%          | 1%  | 8% B    | 8%                          | 7%               | 3%            |
| 2 - 4 visits   | 22%                 | 22%         | 14%   | 24% B   | 26% C                       | 22% C            | 11%           |
| 5 - 9 visits   | 14%                 | 14%         | 28% C   | 10%     | 17%                         | 13%              | 31% A B       |
| 10 or more visits                                    | 16% B               | 12%         | 52% C   | 5%      | 16%                         | 15%              | 30% B         |
| <hr/>  |                     |             |   |         |                             |                  |               |
| None, my last summer visit was more than 5 years ago | 5%                  |             | 0%  | 7% B    | 6%                          | 5%               | 2%            |
| None, this is my first-ever summer visit to the area | 36%                 | 43% A       | 4%  | 46% B   | 28%                         | 38% C            | 23%           |
| n=   | 1,847               | 402         | 416   | 1,408   | 197                         | 1,578            | 61            |

Source: RRC Associates

- Almost all PTRs had previously visited the area in the past five summers (95%).
- By contrast, visitors were split, with nearly half of visitors visiting for the first time ever in summer (46%), and 54% having visited previously in summer.
- JSX pax were more likely to have previously visited in summer (75%) than IAH pax (66%) and DEN pax (57%).

# Previous Winter Trips to Gunnison / Crested Butte

How many previous visits have you made to the Gunnison/Crested Butte area in the past five winters?

|  | Overall (2022/2014) |             | Visitor Type (2022)                                       |         | GUC Departing Flight (2022) |                  |               |
|--|---------------------|-------------|---|---------|-----------------------------|------------------|---------------|
|  | Summer 2022         | Summer 2014 | Part-time/<br>seasonal resident<br>or second<br>homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|  | A                   | B           | B   | C       | A                           | B                | C             |
| One previous visit in past 5 winters                 | 9%                  | 9%          | 5%  | 10% B   | 9% C                        | 9% C             | 2%            |
| 2 - 4 visits   | 16%                 | 13%         | 24% C   | 14%     | 23%                         | 15%              | 24% B         |
| 5 - 9 visits   | 10%                 | 8%          | 27% C   | 5%      | 7%                          | 9%               | 21% A B       |
| 10 or more visits                                    | 9% B                | 6%          | 34% C   | 2%      | 11%                         | 8%               | 21% B         |
| None, my last winter visit was more than 5 years ago | 8%                  |             | 3%  | 9% B    | 10%                         | 8%               | 5%            |
| None, I have never visited the area in winter        | 49%                 | 63% A       | 8%  | 61% B   | 39%                         | 51% C            | 29%           |
| n=   | 1,835               | 394         | 414   | 1,399   | 196                         | 1,565            | 63            |

Source: RRC Associates

- Nine in ten PTRs had previously visited the area in winter (92%).
- A lower four in ten Visitors had previously visited in winter (39%).
- JSX pax were more likely to have previously visited in winter (67%) than IAH pax (51%) and DEN pax (42%).

How likely are you to visit the Gunnison/Crested Butte area again within the next three summers?

Likelihood to Visit Gunnison/CB in Next Three Summers

|                     | Overall (2022/2014) |             | Visitor Type (2022)                                       |         | GUC Departing Flight (2022) |                  |               |
|---------------------|---------------------|-------------|---|---------|-----------------------------|------------------|---------------|
|                     | Summer 2022         | Summer 2014 | Part-time/<br>seasonal resident<br>or second<br>homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|                     | A                   | B           | B   | C       | A                           | B                | C             |
| 0% - will not visit | 2%                  | 3%          | 0%  | 3% B    | 0%                          | 2%               | 3%            |
| 25% - unlikely      | 6%                  | 4%          | 0%  | 8% B    | 3%                          | 7%               |               |
| 50% - maybe         | 12%                 | 18% A       | 1%  | 15% B   | 11%                         | 12%              | 11%           |
| 75% - probably      | 14%                 | 22% A       | 3%  | 18% B   | 16%                         | 15%              | 8%            |
| 100% - definitely   | 66% B               | 52%         | 95% C   | 57%     | 69%                         | 65%              | 78% B         |
| n=                  | 1,854               | 372         | 417   | 1,412   | 201                         | 1,579            | 63            |

Source: RRC Associates

- Almost all PTRs “definitely” plan to visit within the next three summers (95%).
- By contrast, visitors are more mixed, with a majority (57%) “definite”, 18% “probably”, 15% “maybe”, and 11% “unlikely” or less.
- Among visitors/PTRs combined, likelihood of return within the next three summers is up from 2014, with a higher share of definites (66% vs. 52%), and lower shares of maybes (12% vs. 18%) and probablies (14% vs. 22%).



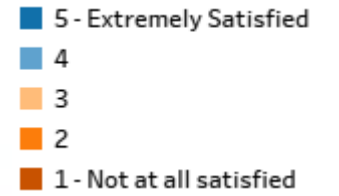
# Satisfaction with Flights and GUC

# Satisfaction with Flight Service and GUC

## Summer 2022 overall

Please rate your satisfaction with the following aspects of air service to GUC.  
Summer 2022 Ratings

| Rating Category  | Avg. | n=    |     |     |     |     |     |
|--|------|-------|-----|-----|-----|-----|-----|
| Ease of use of GUC (e.g., quick, efficient, stress-free)   | 4.6  | 1,642 | 70% | 24% | 7%  |     |     |
| Convenience of GUC airport location                        | 4.5  | 1,656 | 67% | 28% | 8%  |     |     |
| Overall satisfaction with air service to GUC               | 4.1  | 1,615 | 43% | 36% | 16% |     |     |
| Convenience of arrival/departure times from GUC            | 4.1  | 1,649 | 44% | 32% | 20% | 6%  |     |
| Convenience of connections (in DEN, IAH, DAL)              | 4.0  | 1,591 | 39% | 34% | 21% | 5%  |     |
| Quality of GUC terminal facility                           | 3.8  | 1,567 | 34% | 26% | 24% | 10% | 5%  |
| Cities served by nonstop flights from GUC                  | 3.4  | 1,462 | 25% | 18% | 24% | 15% | 10% |
| Flight reliability at GUC (chance of delays/cancellations) | 3.5  | 1,501 | 25% | 25% | 24% | 13% | 8%  |
| Cost of airfares to/from GUC                               | 3.1  | 1,587 | 16% | 20% | 33% | 21% | 10% |



Source: RRC Associates

- Leading strengths of GUC include its ease of use (91% satisfied – 4 or 5) and convenient location (91%).
- Passengers are also largely positive regarding air service to GUC (78% 4 or 5), convenience of arrival/departure times (73%), convenience of connections (73%), and quality of the terminal facility (61%).
- Opinions are more mixed regarding cost of airfares (36% 4 or 5), cities served by nonstop flights (47%), and flight reliability (53%).

# Satisfaction with Flight Service | 2022

Please rate your satisfaction with the following aspects of air service to GUC.

|  | Overall (2022/2014) |             | Visitor Type (2022)      |   |         | GUC Departing Flight (2022) |                  |               |
|--|---------------------|-------------|--------------------------|---|---------|-----------------------------|------------------|---------------|
|  | Summer 2022         | Summer 2014 | Full-time local resident | Part-time/seasonal resident or second homeowner | Visitor | United to Houston           | United to Denver | JSX to Dallas |
|  | A                   | B           | A                        | B   | C       | A                           | B                | C             |
| Ease of use of GUC (e.g., quick, efficient, stress-free)   | 4.6                 |             | 4.7 C                    | 4.6   | 4.5     | 4.5                         | 4.5              | 4.7           |
| Convenience of GUC airport location                        | 4.5                 |             | 4.7 B C                  | 4.6 C   | 4.4     | 4.5                         | 4.5              | 4.7           |
| Overall satisfaction with air service to GUC               | 4.1                 |             | 4.0                      | 3.9   | 4.3 A B | 4.2                         | 4.1              | 4.1           |
| Convenience of arrival/departure times from GUC            | 4.1 B               | 3.3         | 4.0                      | 3.9   | 4.1 A B | 4.1                         | 4.0              | 4.2           |
| Convenience of connections (in DEN, IAH, DAL)              | 4.0 B               | 3.1         | 3.9                      | 3.9   | 4.1 A B | 4.1                         | 4.0              | 4.1 B         |
| Quality of GUC terminal facility                           | 3.8                 |             | 4.0 C                    | 3.9 C   | 3.6     | 3.9                         | 3.7              | 4.1 B         |
| Flight reliability at GUC (chance of delays/cancellations) | 3.5                 |             | 2.9                      | 3.2   | 3.8 A B | 3.7                         | 3.5              | 3.8           |
| Cities served by nonstop flights from GUC                  | 3.4 B               | 2.9         | 3.0                      | 3.2   | 3.5 A B | 3.9 B                       | 3.3              | 4.0 B         |
| Cost of airfares to/from GUC                               | 3.1 B               | 2.6         | 2.8                      | 3.0   | 3.3 A B | 3.4 B                       | 3.1              | 3.8 B         |

Source: RRC Associates

Mean ratings, based on 1-5 scale: 1=extremely dissatisfied / 5=extremely satisfied

- Note: 2014 ratings were asked on a 1-10 satisfaction scale, and recoded to a 5-point scale to be roughly comparable to 2022

- Satisfaction with flight service was significantly higher in 2022 than in 2014, including for convenience of arrival/departure times (4.1 vs. 3.3), convenience of connections (4.0 vs. 3.1), cities served by nonstop flights (3.4 vs. 2.9), and cost of airfare (3.1 vs. 2.6).





# GUC Passenger Survey

Summer 2022

**THANK YOU!**



**RRC**

**Gunnison Valley RTA Bus Facility**  
**100 Bifano Rd.**  
**Crested Butte, CO 81224**



Project Status Report  
 10/28/2022

|   |
|---|
| <b>Potential change orders:</b>   |
| None currently  |
| <b>Change Orders</b>  |
| Change order #1 \$1,570 – addition of Knox box and Knox switch                      |
| Change Order #2 \$71,535 – Use preferred local contractors                          |
| <b>Request For Information</b>  |
| RFI#-9 grading at NE man door   |
| <b>Submittals pending</b>   |
| None  |
| <b>Submittals reviewed</b>  |
| 030000 – concrete mix designs   |
| 030516 – under slab vapor barrier materials, accessories, installation instructions |
| 033100 – rebar shop drawings  |
| 042613 – Masonry veneer product, accessories  |
| 042613 - CMU product data resubmittal   |
| 072100 – thermal insulation foundation and under slab                               |
| 081113 – interior doors   |
| 083613 – Overhead sectional doors product data and shop drawings                    |
| 087100 – door hardware product data   |
| 118129 – facility fall protection substitution request and product data             |
| 133419 – PEMB reactions and shop drawings   |
| 220000 – water softener   |
| 323100 – fencing and gates product data   |
| 330505 – buried utility pipes and accessories                                       |
| 333400 – OWTS system and accessories  |
| <b>Architect Deficiency report</b>  |
| None noted  |
| <b>Material Delivery</b>  |
| 042613 – CMU (block, mortar, accessories)   |
| 072100 – Thermal insulation (under slab)  |

133419 – PEMB (structural steel, steel secondaries, siding, roofing, insulation, accessories)

260533.13 – Underground conduit

331100 – Base Coarses

**Known Labor or material delivery issues**

N / A

**Attachments:**

- 4 week look ahead schedule
  - 10/31/2022 – 11/04/2022
    - MEP Underground
    - Building Siding
    - Concrete Curbs and Valley Pans
  - 11/07/2022 – 11/11/2022
    - CMU Veneer
    - Building Roofing
    - Concrete Paving
  - 11/14/2022 – 11/18/2022
    - Setting Floor Trenches
    - Under slab Insulation
    - Radiant In Floor Heat
  - 11/21/2022 – 11/25/2022
    - Building Concrete Slab
    - Thanksgiving

Overall schedule: Attached

Progress photos and narratives:



1. Foundation Insulation



2. Foundation Backfilling



3. Exterior Electrical Underground



4. Primary Steel Erection



5. Building Insulation

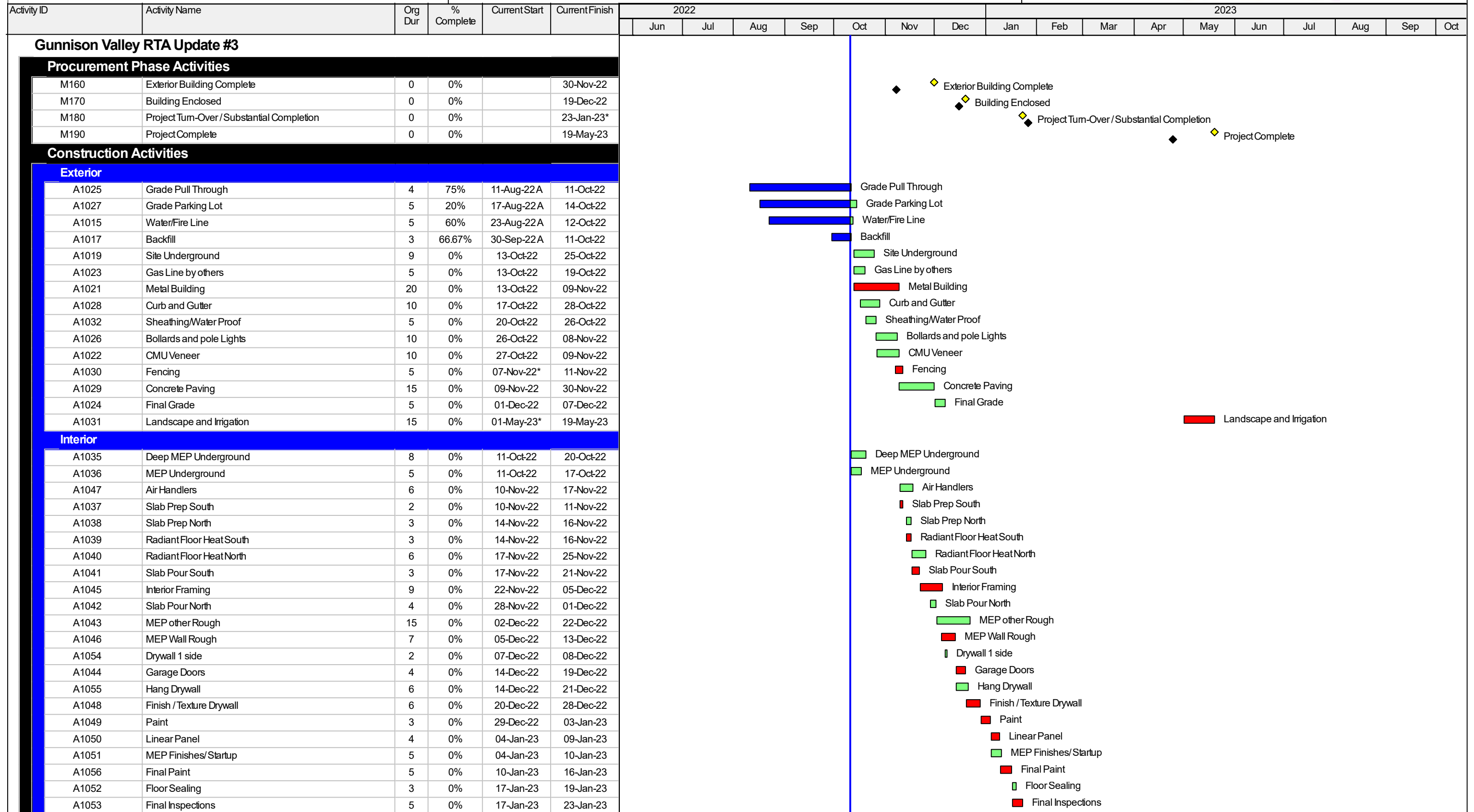


6. Secondary Steel and Detailing

- Actual Work
- Remaining Work
- Critical Remaining Work
- ◆ Baseline Milestone
- ◇ Milestone

**Gunnison Valley RTA Update #3**  
- Project Construction Schedule -

Data Date: 11-Oct-22



## AGREEMENT

THIS AGREEMENT is made and entered into this \_\_\_\_\_ day of November, 2022, between Facing West Development, LLC (Facing West) and Gunnison Valley Transportation Authority (RTA).

### RECITALS:

1. Facing West intends to develop TBD W. Denver Avenue, Gunnison, CO 81230 as a townhome project.
2. RTA wishes to purchase 5 units within the project, which 5 units will be built and platted as a 5-plex ("Project").
3. Planning and land use approvals have not progressed to a point that Facing West can enter into real estate contracts for the purchase and sale of units, but is attempting to ensure sufficient interest and funding from potential buyers to move the Project forward.
4. The parties intend by this Agreement to memorialize their intent regarding the Project.

NOW, THEREFORE, the parties agree as follows:

1. RTA will pay to Facing West the sum of \$380,000.00 as a fully refundable deposit (Deposit) to secure the five-plex in the Project and have the right to purchase the five-plex.
2. The Deposit will be held by Facing West in an interest-bearing account and may not be transferred or encumbered in any fashion for any purpose without the express written consent of the RTA.
3. The estimated cost of the Project as of the date of this Agreement is \$2,280,000.00.
4. Facing West shall proceed with planning for the Project and provide to RTA a purchase price for the Project (Purchase Price) along with proposed terms of a contract for the development, purchase and sale of the Project.
  - a. Facing West anticipates being able to provide the Purchase Price and terms of the contract to RTA by April 30, 2023.
  - b. If Facing West is unable to offer a Purchase Price and proposed terms of the contract by June 30, 2023, Facing West will return the Deposit to RTA by July 30, 2023.
5. RTA shall have five (5) business days in which to accept the proposed terms and Purchase Price, or to request return of the Deposit.
6. If the RTA requests return of the Deposit, Facing West will return the Deposit to RTA within sixty (60) days of such request

7. If a preliminary plat for the Project is not approved by the City of Gunnison by June 30, 2023, Fading West will return the Deposit to RTA by July 30, 2023.
8. If the RTA elects to move forward, the parties will enter into a formal real estate contract for the development, purchase and sale of the Project to RTA.
9. If the RTA elects to move forward, the Deposit shall be applied to the Purchase Price as a credit to RTA at closing.
10. The parties understand and expressly acknowledge that no purchase and sale contract can be executed before preliminary plat approval for the Project.
11. The parties agree that Fading West may assign this Agreement to an entity to be formed that will serve as the developer for the Project.
12. Notice. Any notice, demand or communication which any party may desire or be required to give to the other party shall be in writing and shall be deemed sufficiently given or rendered if delivered personally or sent by certified first class US mail, postage prepaid, addressed as follows:

Gunnison Valley Transportation Authority  
Scott Truex, Executive Director  
P.O. Box 1911  
Crested Butte, Colorado 81224  
With notice to:  
struex@gunnisonvalleyrta.org

Fading West Development, LLC  
1950 McCormick Place, POB 1878 Buena Vista, CO 81211  
With notice to:  
Ryan Connolly  
rconnolly@fadingwest.com

Any party has the right to designate in writing, served as provided above, a different address to which any notice, demand or communication is to be mailed.

13. This Agreement contains the entire agreement between the parties hereto with respect to the subject matter hereof, and supersedes any and all prior agreements, proposals, negotiations and representations pertaining to the obligations to be performed hereunder.
14. SEVERABILITY. If any clause or provision of this Agreement shall be held to be invalid in whole or in part, then the remaining clauses and provisions, or portions thereof, shall nevertheless be and remain in full force and effect.
15. AMENDMENT. No amendment, alteration, modification of or addition to this Agreement shall be valid or binding unless expressed in writing and signed by the parties to be bound thereby.



16. NO WAIVER OF GOVERNMENTAL IMMUNITY. Nothing in this Agreement is, or shall be construed to be, a waiver, in whole or part, by RTA of governmental immunity provided by the Colorado Governmental Immunity Act or otherwise.

17. This Agreement shall be governed by and interpreted in accordance with the laws of the State of Colorado. Exclusive jurisdiction and venue for any legal proceedings related to this Agreement shall be in the state District Court governing Gunnison, Colorado.

18. This Agreement may be executed by facsimile and/or in any number of counterparts, any or all of which may contain the signatures of less than all the parties, and all of which shall be construed together as but a single instrument and shall be binding on the parties as though originally executed on one originally executed document. All facsimile counterparts shall be promptly followed with delivery of original executed counterparts.

FADING WEST DEVELOPMENT, LLC

\_\_\_\_\_  
By:

Attest:

\_\_\_\_\_  
By:

GUNNISON VALLEY TRANSPORTATION AUTHORITY

\_\_\_\_\_  
By: Janet R. Farmer, Board Chair

Attest:

\_\_\_\_\_  
By: Roland Mason, Secretary

MEMORANDUM OF AGREEMENT BETWEEN THE BOARD OF COUNTY  
COMMISSIONERS OF THE COUNTY OF GUNNISON, COLORADO, THE BOARD OF  
TRUSTEES OF GUNNISON VALLEY HOSPITAL, AND THE REGIONAL  
TRANSPORTATION AUTHORITY REGARDING SENIOR TRANSPORTATION

THIS MEMORANDUM OF AGREEMENT (“Agreement”) made effective the \_\_\_ day of November 2022, by and between the Board of County Commissioners of the County of Gunnison, Colorado, whose address is 200 East Virginia, Gunnison, CO 81230 (herein “Gunnison County”) and the Board of Trustees of Gunnison Valley Hospital, on behalf of the Gunnison Valley Health Senior Care Center (“Senior Care Center”) and the Gunnison Valley Transportation Authority, a political subdivision of the State of Colorado (herein “RTA”).

RECITALS

Senior Care Center provides professional services regarding transportation of seniors (“Services”).

RTA desires to engage the Services provided by Senior Care Center. Gunnison County provides fiscal agent services for the RTA.

Consistent with Gunnison County’s strategic goals and because it remains in the public interest, Gunnison County agrees to serve as fiscal agent in relation to the Services under the terms of this Agreement.

AGREEMENT

NOW THEREFORE, in consideration of the Recitals and the mutual covenants and obligations hereinafter set forth, the parties agree as follows:

1. SERVICES.

Senior Care Center shall furnish all vehicles, materials, labor, supervision, supplies and equipment to commence, diligently pursue, and complete the Services. All Services shall be performed in a timely manner and in accordance with generally accepted standards for Senior Care Center’s profession and all applicable federal, state and local laws and regulations affecting the Services or their subject matter. Senior Care Center acknowledges that this is a non-exclusive Agreement, and Gunnison County may contract with additional or other providers able to furnish the same or similar services as it deems appropriate to do so.

2. TERM.

The term of this Agreement shall commence on January 1, 2023 and shall terminate on December 31, 2023 unless sooner terminated or replaced as provided herein.

### 3. COMPENSATION, BONUS AND EXPENSES.

In consideration and exchange for Senior Care Center performance of the Services, during the Term, the RTA hereby appoints Gunnison County as its fiscal agent, and the RTA, through Gunnison County, shall pay Senior Care Center Senior Care Center fees as more specifically not to exceed Three Hundred Thousand Dollars and No/100 U. S. Dollars (\$300,000.00). Payment shall be made by Gunnison County to Senior Care Center within 45 days of receipt of an invoice. Any expenditures in excess of this amount must be pre-approved in writing by the RTA through its Executive Director.

The Compensation shall compensate Senior Care Center for all charges, expenses, overhead, payroll costs, employee benefits, insurance subsistence, and profits, except as specifically set forth in this Agreement. For the avoidance of doubt, Gunnison County is not obliged to pay the Compensation, only to serve as fiscal agent under the terms of this Agreement. To the extent necessary and appropriate, the RTA shall reimburse Gunnison County for all payments made under this Agreement within a reasonable time after Gunnison County pays the Senior Care Center for Services.

### 4. INSURANCE.

Senior Care Center agrees that at all times during the Term of this Agreement, and for three (3) years after the date the Term of this Agreement expires or the date this Agreement is terminated, or any applicable warranty period, Senior Care Center shall maintain, in full force and effect and at its sole cost and expense, the following insurance policies. Within thirty (30) days of the execution of this Agreement, Senior Care Center will provide insurance certificates to Gunnison County, listing Gunnison County and RTA as an additional insured, for the coverages required by this paragraph, which shall state that such policies shall not be materially changed or cancelled without thirty (30) days prior notice to Gunnison County and RTA. Written notice shall be sent to the parties identified in the Notices section of this Agreement and sent thirty (30) days prior to any cancellation or non-renewal unless due to non-payment of premiums, in which case, notice shall be sent ten (10) days prior. If written notice is unavailable from the insurer, Senior Care Center shall provide written notice of cancellation, non-renewal and any reduction in coverage to the parties identified in the Notices section by certified mail, return receipt requested within three (3) business days of such notice by its insurer(s).

- a. Worker's Compensation Insurance in accordance with Colorado and Federal law which adequately protects all labor employed by Senior Care Center during the term of this Agreement.
- b. Comprehensive General Liability Insurance or the equivalent in an amount no less than Four Hundred Twenty-Four Thousand and No/100 U.S. Dollars (\$424,000.00) for injury to one person in any single occurrence; and no less than One Million One Hundred

Ninety-Five Thousand and No/100 U.S. Dollars (\$1,195,000.00) for injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).

- c. Comprehensive automobile liability insurance on all vehicles used in the Services, in an amount no less than Four Hundred Twenty-Four Thousand and No/100 U.S. Dollars (\$424,000.00) for injury to one person in any single occurrence; and no less than One Million One Hundred Ninety-Five Thousand and No/100 U.S. Dollars (\$1,195,000.00) for injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).
- d. Professional Liability Insurance or the equivalent, such as Errors and Omissions coverage, in an amount no less than Four Hundred Twenty-Four Thousand and No/100 U.S. Dollars (\$424,000.00) for injury to one person in any single occurrence; and no less than One Million One Hundred Ninety-Five Thousand and No/100 U.S. Dollars (\$1,195,000.00) for any injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).

The required insurance shall be underwritten by an insurer licensed or authorized to do business in Colorado. Combinations of primary and excess coverage may be used to achieve minimum coverage limits. Excess/umbrella policy(ies) must follow form of the primary policy(ies) with which they are related to provide the minimum limits and be verified as such on any submitted Certificate of Insurance. The County's acceptance of a certificate of insurance or other proof of insurance that does not comply with all insurance requirements set forth in this Agreement shall not act as a waiver of Senior Care Center's breach of this Agreement or of any of the County's or the RTA's rights or remedies under this Agreement.

If excluded from any policy coverage, this Agreement shall be specifically named an insured contract. If any policy is in excess of a deductible or self-insured retention, the County and the RTA must be notified by the Senior Care Center. Senior Care Center shall be responsible for the payment of any deductible or self-insured retention. Defense costs shall be in addition to the limits of liability. If this provision is unavailable that limitation must be evidenced on the Certificate of Insurance. A severability of interests or separation of insureds provision (no insured versus insured exclusion) must be included. A provision that coverage is primary and non-contributory with other coverage or self-insurance maintained by the County or the RTA, excluding Professional Liability and Workers Compensation policies, if required.

For all coverages required under this Agreement, Senior Care Center's insurer(s) shall waive subrogation rights against the County and the RTA by policy endorsement. All subcontractors and subconsultants (including independent contractors, suppliers or other entities providing goods or services required by this Agreement) shall be subject to all of the requirements herein and shall procure and maintain the same coverages required of the Senior Care Center. Senior Care Center shall include all such subcontractors as additional insured under its policies (with the exception of Workers' Compensation) or shall ensure that all such subcontractors and subconsultants maintain the required coverages. Senior Care Center agrees to provide proof of insurance for all such subcontractors and subconsultants upon request by the County or the RTA.

The insurance coverages specified in this Agreement are the minimum requirements, and these requirements do not lessen or limit the liability of the Senior Care Center to the County or the RTA under this Agreement. The Senior Care Center shall maintain, at its own expense, any additional kinds or amounts of insurance that it may deem necessary to cover its obligations and liabilities under this Agreement.

The insurance provisions of this Agreement shall survive expiration or termination of this Agreement.

5. INDEPENDENT CONTRACTOR.

In carrying out its obligations and activities under this Agreement, Senior Care Center is acting as an independent Senior Care Center and not as an agent, partner, joint venture or employee of Gunnison County or the RTA. Senior Care Center does not have any authority to bind Gunnison County or the RTA in any manner whatsoever.

**Senior Care Center acknowledges and agrees that Senior Care Center is not entitled to: (i) unemployment insurance benefits; or (ii) Workers Compensation coverage, from Gunnison County or the RTA.** Further, Senior Care Center is obligated to pay all applicable federal, state and local taxes owed in relation to the services.

6. INDEMNIFICATION.

Senior Care Center irrevocably and unconditionally agrees to indemnify, defend and hold harmless Gunnison County and the RTA, their Commissioners, agents and employees of and from any and all liability, claims, liens, demands, actions and causes of action whatsoever (including reasonable attorney's and expert's fees and costs) arising out of or related to any loss, cost, damage or injury, including death, of any person or damage to property of any kind caused by the misconduct or negligent acts, errors or omissions of Senior Care Center or its employees, subcontractors or agents in connection with this Agreement. Further, the County and the RTA shall not be liable to Senior Care Center or its affiliates for any loss of anticipated business opportunities, contracts, revenues, profits or savings; damage to goodwill or reputation; or indirect, special or consequential loss or damage, arising out of or in connection with this Agreement, whether for breach of contract, in tort (including negligence), under statute or any other law, and Senior Care Center expressly disclaims any such claims or damages as against the County or the RTA.

In case of any claim that is subject to indemnification under this Agreement, Senior Care Center will provide the County and the RTA reasonably prompt notice of the relevant claim. Senior Care Center will defend or settle, at its own expense, any demand, action, or suit on any claim subject to indemnification under this Agreement, through legal counsel selected by Senior Care Center but approved by the County and the RTA. Each party will cooperate in good faith with the other to facilitate the defense of any such claim and the County and the RTA will tender

the defense and settlement of any action or proceeding covered by this Section to Senior Care Center or upon request. Claims may be settled without the consent of the County or the RTA, unless the settlement includes an admission of wrongdoing, fault or liability by the County or the RTA, whether express or implied.

This defense and indemnification obligation shall survive any termination or expiration of this Agreement.

7. DISCRIMINATION.

The Senior Care Center agrees to not discriminate against any person or class of persons by reason of age, race, color, sex, creed, religion, disability, national origin, sexual orientation or political affiliation in providing any services or in the use of any facilities provided for the public in any manner prohibited by Part 21 of the Regulations of the Office of the Secretary of Transportation. Senior Care Center shall further comply with the letter and spirit of the Colorado Anti-Discrimination Act of 1957, as amended, and any other laws and regulations respecting discrimination in unfair employment practices. Additionally, Senior Care Center shall comply with such enforcement procedures as any governmental authority might demand that Gunnison County take for the purpose of complying with any such laws and regulations.

8. AMERICANS WITH DISABILITIES ACT COMPLIANCE.

The Senior Care Center represents and warrants to Gunnison County and the RTA that at all times during the performance of this Agreement no qualified individual with a disability shall, by reason of such disability, be excluded from participation in, or denied benefits of the service, programs, or activities performed by the Senior Care Center, or be subjected to any discrimination by the Senior Care Center upon which assurance Gunnison County and the RTA rely.

9. MISCELLANEOUS.

- a. SEVERABILITY. If any clause or provision of this Agreement shall be held to be invalid in whole or in part, then the remaining clauses and provisions, or portions thereof, shall nevertheless be and remain in full force and effect.
- b. AMENDMENT. No amendment, alteration, modification of or addition to this Agreement shall be valid or binding unless expressed in writing and signed by the parties to be bound thereby.
- c. NO WAIVER OF GOVERNMENTAL IMMUNITY. The parties hereto understand and agree that the County is relying upon, and has not waived, the monetary limitations and all other rights, immunities and protection provided by the Colorado Governmental Act, § 24-10-101, et seq., C.R.S. Nothing in this Agreement is, or shall be construed to be, a waiver, in whole or part, by Gunnison County or the RTA of governmental immunity provided by the Colorado Governmental Immunity Act or otherwise.

- d. **LEGAL AUTHORITY.** Senior Care Center represents and warrants that it possesses the legal authority, pursuant to any proper, appropriate and official motion, resolution or action passed or taken, to enter into the Agreement. Each person signing and executing the Agreement on behalf of Senior Care Center represents and warrants that he has been fully authorized by Senior Care Center to execute the Agreement on behalf of Senior Care Center and to validly and legally bind Senior Care Center to all the terms, performances and provisions of the Agreement. The County and the RTA shall have the right, in their sole discretion, to either temporarily suspend or permanently terminate the Agreement if there is a dispute as to the legal authority of either Senior Care Center or the person signing the Agreement to enter into the Agreement.
- e. **NO CONSTRUCTION AGAINST DRAFTING PARTY.** The parties and their respective counsel have had the opportunity to review the Agreement, and the Agreement will not be construed against any party merely because any provisions of the Agreement were prepared by a particular party.
- f. **ORDER OF PRECEDENCE.** In the event of any conflicts between the language of the Agreement and any exhibits to it, the language of the Agreement controls.
- g. **SURVIVAL OF CERTAIN PROVISIONS.** The terms of the Agreement and any exhibits and attachments that by reasonable implication contemplate continued performance, rights, or compliance beyond expiration or termination of the Agreement survive the Agreement and will continue to be enforceable. Without limiting the generality of this provision, the Senior Care Center's obligations to provide insurance and to indemnify the County and the RTA will survive for a period equal to any and all relevant statutes of limitation, plus the time necessary to fully resolve any claims, matters, or actions begun within that period.
- h. **INUREMENT.** The rights and obligations of the parties herein set forth shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns permitted under this Agreement.
- i. **TIME IS OF THE ESSENCE.** The parties agree that in the performance of the terms, conditions, and requirements of this Agreement, time is of the essence.
- j. **PARAGRAPH HEADINGS.** The captions and headings set forth herein are for convenience of reference only and shall not be construed so as to define or limit the terms and provisions hereof.

10. DELEGATION AND ASSIGNMENT.

Senior Care Center shall not delegate or assign its duties under this Agreement without the prior written consent of Gunnison County and RTA which consent Gunnison County and RTA

may withhold in its discretion. Subject to the foregoing, the terms, covenants and conditions of this Agreement shall be binding on the successors and assigns of either party.

#### 11. TERMINATION.

Either party shall have the right to terminate this Agreement at any time, with or without cause, upon thirty (30) days prior written notice to the other. Upon termination, Senior Care Center shall be entitled to compensation for Services performed prior to the date of termination, per the compensation terms provided in this Agreement. Termination shall not affect or prejudice any rights or other remedy that a party may have with respect to the event giving rise to termination or any other rights or other remedy a party may have with respect to breach of this Agreement which existed at or before the date of termination.

#### 12. OWNERSHIP OF PROPERTY.

Any work product, information, materials, goods, or intellectual property generated as a result of the Services shall become the sole and exclusive property of the County, and Senior Care Center agrees to relinquish any rights, implied or otherwise, to such property, including but not limited to any resulting intellectual property rights.

#### 13. WARRANTIES.

Senior Care Center represents and warrants to the County and the RTA as follows:

- a. The Services shall conform to applicable specifications and will be free from deficiencies and defects in materials, workmanship, design or performance, as applicable.
- b. All Services shall be performed by qualified personnel in a professional and workmanlike manner, consistent with industry standards.
- c. Senior Care Center has the requisite ownership, rights and licenses to perform its obligations under this Agreement and to perform the Services free and clear from all liens, adverse claims, encumbrances and interests of any third party.
- d. There are no pending or threatened lawsuits, claims, disputes or actions adversely affecting the Services or Senior Care Center's ability to perform its obligations under this Agreement.
- e. Performance of the Services shall not violate, infringe, or misappropriate any patent, copyright, trademark, trade secret, or other intellectual property or proprietary right of any third party.
- f. Senior Care Center has the right to and shall assign to County and the RTA all third-party warranties and indemnities that Senior Care Center receives in connection with any of



the Services provided to County and the RTA. To the extent that Senior Care Center is not permitted to assign any warranties or indemnities to the County and the RTA, Senior Care Center agrees to specifically identify and enforce those warranties and indemnities on behalf of County and the RTA to the extent Senior Care Center is permitted to do so under the terms of the applicable third-party agreements.

14. WHEN RIGHTS AND REMEDIES NOT WAIVED.

In no event shall any action by either party constitute or be construed to be a waiver by the other party of any breach of covenant or default which may then exist on the part of the party alleged to be in breach, and the non-breaching party's action or inaction when any such breach or default shall exist shall not impair or prejudice any right or remedy available to that party with respect to such breach or default; and no assent, expressed or implied, to any breach of any one or more covenants, provisions or conditions of the Agreement shall be deemed or taken to be a waiver of any other breach.

15. NO THIRD-PARTY BENEFICIARY.

Enforcement of the terms of the Agreement and all rights of action relating to enforcement are strictly reserved to the parties. Nothing contained in the Agreement gives or allows any claim or right of action to any third person or entity. Any person or entity other than the County, the RTA or the Senior Care Center receiving benefits pursuant to the Agreement is an incidental beneficiary only.

16. CONFLICT OF INTEREST.

The signatories to this Agreement aver to their knowledge, no employee of the County or the RTA has any personal or beneficial interest whatsoever in the Services. Senior Care Center has no beneficial interest, direct or indirect, that would conflict in any manner or degree with the performance of the Services, and Senior Care Center shall not employ any person having such known interests. The Senior Care Center shall also not engage in any transaction, activity or conduct that would result in a conflict of interest under the Agreement. The Senior Care Center represents that it has disclosed any and all current or potential conflicts of interest. A conflict of interest shall include transactions, activities or conduct that would affect the judgment, actions or work of the Senior Care Center by placing the Senior Care Center's own interests, or the interests of any party with whom the Senior Care Center has a contractual arrangement, in conflict with those of the County or the RTA. The County, in its sole discretion, will determine the existence of a conflict of interest and may terminate the Agreement in the event it determines a conflict exists, after it has given the Senior Care Center written notice describing the conflict.

17. FORCE MAJEURE.

Neither party shall be responsible for failure to fulfill its obligations hereunder or liable for damages resulting from delay in performance as a result of an unforeseeable event outside the

control of such party, and not caused by such party's negligence, including war or armed conflict, fire, flood, strike, riot or insurrection, terrorist attack, nuclear, chemical or biological attack, natural disaster, martial law, unreasonable delay of carriers, governmental order or regulation; PROVIDED, HOWEVER, the any delay caused by the COVID-19 Pandemic (or Endemic), or any other communicable disease pandemic or endemic, shall NOT be considered a force majeure event. If a force major event occurs, the time for performance shall be extended by mutual agreement of the parties for a period of time as may be reasonably necessary to compensate for such delay, provided that if such performance still cannot be completed within such extended period of time, either party may terminate this Agreement and both parties will be released from any further obligation to the other.

18. NOTICES.

Any notice, demand or communication which either party may desire or be required to give to the other party shall be in writing and shall be deemed sufficiently given or rendered if delivered personally or sent by certified first class US mail, postage prepaid, addressed as follows:

Gunnison County: County Manager  
Gunnison County  
200 E. Virginia  
Gunnison, Colorado 81230  
Phone: 970-641-0248

With a copy to: Board of County Commissioners  
of the County of Gunnison, Colorado  
200 E. Virginia  
Gunnison, Colorado 81230

Scott Truex, Executive Director  
Gunnison Valley Rural Transportation Authority  
PO Box 1911  
Crested Butte, CO 81224

Senior Care Center: Mary Blattner, Administrator  
Gunnison Valley Health Senior Care Center  
1500 W. Tomichi  
Gunnison, CO 81230

Either party has the right to designate in writing, served as provided above, a different address to which any notice, demand or communication is to be mailed.

19. GOVERNING LAW.

This Agreement shall be governed by and interpreted in accordance with the laws of the State of Colorado. Jurisdiction and venue for any legal proceedings related to this Agreement shall exclusively lie in the State of Colorado District Court located in Gunnison County, Colorado.

20. COUNTERPARTS: FACSIMILE AND ELECTRONIC TRANSMISSION.

This Agreement may be executed by facsimile and/or in any number of counterparts, any or all of which may contain the signatures of less than all the parties, and all of which shall be construed together as but a single instrument and shall be binding on the parties as though originally executed on one originally executed document. All facsimile counterparts shall be promptly followed with delivery of original executed counterparts.

This Agreement may also be executed by electronic means or signatures. Accordingly, the Agreement, and any other documents requiring a signature hereunder, may be signed electronically by the County in the manner specified by the County. The Parties agree not to deny the legal effect or enforceability of the Agreement solely because it is in electronic form or because an electronic record was used in its formation. The Parties agree not to object to the admissibility of the Agreement in the form of an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the ground that it is an electronic record or electronic signature or that it is not in its original form or is not an original.

The parties agree that: (i) any notice or communication transmitted by electronic transmission, as defined below, shall be treated in all manner and respects as an original written document; (ii) any such notice or communication shall be considered to have the same binding and legal effect as an original document; and (iii) at the request of either party, any such notice or communication shall be re-delivered or re-executed, as appropriate, by the party in its original form. For purposes of this Agreement, the term “electronic transmission” means any form of communication not directly involving the physical transmission of paper, that creates a record that may be retained, retrieved and reviewed by a recipient thereof, and that may be directly reproduced in paper form by such a recipient through an automated process, but specifically excluding text or instant messages.

21. ENTIRE AGREEMENT.

This Agreement comprises the entire agreement between County, the RTA and Senior Care Center and supersedes all prior or contemporaneous negotiations, discussions or agreements, whether written or oral, between the parties regarding the subject matter contained herein. No amendment to or modification of this Agreement will be binding unless in writing and signed by an authorized representative of each party.

Notwithstanding anything to the contrary herein, the County shall not be subject to any provision included in any terms, conditions, or agreements appearing on Senior Care Center’s or a subcontractor’s website or any provision incorporated into any click-through or online agreements related to the work unless that provision is specifically referenced in this Agreement.

22. RECORDS.

Senior Care Center shall maintain for a minimum of three (3) years, adequate financial and other records for reporting to County. Senior Care Center shall be subject to financial audit by federal, state or county auditors or their designees. Senior Care Center authorizes such audits and inspections of records during normal business hours, upon forty-eight (48) hours' notice to Senior Care Center. Senior Care Center shall fully cooperate during such audit or inspections.

23. PUBLIC RECORD.

To the extent not prohibited by state or federal law, this Agreement is potentially subject to public release through the Colorado Open Records Act. The parties further acknowledge and understand that all work product or materials provided or produced under this Agreement, including items marked Proprietary or Confidential, may be subject to the Colorado Open Records Act., § 24-72-201, et seq., C.R.S.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date above written.

BOARD OF COUNTY COMMISSIONERS  
OF THE COUNTY OF GUNNISON, COLORADO

By: \_\_\_\_\_  
Matthew Birnie, County Manager

ATTEST:

\_\_\_\_\_  
Deputy Clerk

Gunnison Valley Rural Transportation Authority

By: \_\_\_\_\_  
Janet Farmer, Board Chair

Board of Trustees of Gunnison Valley Hospital  
on behalf of the Gunnison Valley Health Senior Care Center

By: \_\_\_\_\_  
Mary Blattner, Administrator

## APPENDIX “A”

### SCOPE OF SERVICES

Senior Care Center shall perform and provide the following services:

- Provide transportation services to senior citizens of Gunnison County, who reside within the identified service area, on a regularly scheduled basis.
- Work with necessary County and RTA staff to ensure all required compliance related to transportation program is met, including:
  - Provide required compliance for driving personnel (background checks, annual evaluations, etc.).
  - Maintain required transportation logs.
  - Assist in collection of donated transportation monies.

Regional Transportation Authority shall perform and provide the following services:

- Funding to the Senior Care Center in the amount not to exceed \$300,000.00 for transportation services to Seniors of Gunnison County, within the identified service area.

Gunnison County shall perform and provide the following services:

- Provide fiscal agent service to the RTA for this contract, including the payment of vouchers for services to the Senior Care Center.
- Provide personnel to process referrals to the bus service so long as such personnel are available at the County’s sole discretion.
- Provide regular and unscheduled maintenance on senior transportation vehicles (in addition to regular reimbursement) so long as parts, equipment, supplies and personnel are available to provide such maintenance at the County’s sole discretion.

MEMORANDUM OF AGREEMENT BETWEEN THE BOARD OF COUNTY  
COMMISSIONERS OF THE COUNTY OF GUNNISON, COLORADO, MOUNTAIN  
EXPRESS, AND THE REGIONAL TRANSPORTATION AUTHORITY REGARDING  
SENIOR TRANSPORTATION

THIS MEMORANDUM OF AGREEMENT (“Agreement”) made effective the \_\_\_ day of November, 2022 by and between the Board of County Commissioners of the County of Gunnison, Colorado, whose address is 200 East Virginia, Gunnison, CO 81230 (herein “Gunnison County”) and the Mountain Express, a Transportation System, and the Gunnison Valley Transportation Authority, a political subdivision of the State of Colorado (herein “RTA”).

RECITALS

Mountain Express provides professional services regarding transportation of seniors (“Services”).

RTA desires to engage the Services provided by Mountain Express.

Consistent with Gunnison County’s strategic goals and because it remains in the public interest, Gunnison County agrees to serve as fiscal agent in relation to the Services under the terms of this Agreement.

AGREEMENT

NOW THEREFORE, in consideration of the Recitals and the mutual covenants and obligations hereinafter set forth, the parties agree as follows:

1. SERVICES.

Mountain Express shall furnish all vehicles, materials, labor, supervision, supplies and equipment to commence, diligently pursue, and complete the Services. All Services shall be performed in a timely manner and in accordance with generally accepted standards for Mountain Express’s profession and all applicable federal, state and local laws and regulations affecting the Services or their subject matter. Mountain Express acknowledges that this is a non-exclusive Agreement, and Gunnison County may contract with additional or other providers able to furnish the same or similar services as it deems appropriate to do so.

2. TERM.

The term of this Agreement shall commence on January 1, 2023 and shall terminate on December 31, 2023, unless sooner terminated or replaced as provided herein.

3. COMPENSATION, BONUS AND EXPENSES.

In consideration and exchange for Mountain Express's performance of the Services, during the Term, the RTA hereby appoints Gunnison County as its fiscal agent, and the RTA, through Gunnison County, shall pay Mountain Express fees as more specifically not to exceed Fifty-Five Thousand Dollars and No/100 U. S. Dollars (\$55,000.00). Payment shall be made by Gunnison County to Mountain Express within 45 days of receipt of an invoice. Any expenditures in excess of this amount must be pre-approved in writing by the RTA through its Executive Director.

The Compensation shall compensate Mountain Express for all charges, expenses, overhead, payroll costs, employee benefits, insurance subsistence, and profits, except as specifically set forth in this Agreement. For the avoidance of doubt, Gunnison County is not obliged to pay the Compensation, only to serve as fiscal agent under the terms of this Agreement. To the extent necessary and appropriate, the RTA shall reimburse Gunnison County for all payments made under this Agreement within a reasonable time after Gunnison County pays the Senior Care Center for Services.

#### 4. INSURANCE.

Mountain Express agrees that at all times during the Term of this Agreement, and for three (3) years after the date the Term of this Agreement expires or the date this Agreement is terminated, or any applicable warranty period, Mountain Express shall maintain, in full force and effect and at its sole cost and expense, the following insurance policies. Within thirty (30) days of the execution of this Agreement, Mountain Express will provide insurance certificates to Gunnison County, listing Gunnison County and RTA as an additional insured, for the coverages required by this paragraph, which shall state that such policies shall not be materially changed or cancelled without thirty (30) days prior notice to Gunnison County and RTA. Written notice shall be sent to the parties identified in the Notices section of this Agreement and sent thirty (30) days prior to any cancellation or non-renewal unless due to non-payment of premiums, in which case, notice shall be sent ten (10) days prior. If written notice is unavailable from the insurer, Mountain Express shall provide written notice of cancellation, non-renewal and any reduction in coverage to the parties identified in the Notices section by certified mail, return receipt requested within three (3) business days of such notice by its insurer(s).

- a. Worker's Compensation Insurance in accordance with Colorado and Federal law which adequately protects all labor employed by Mountain Express during the term of this Agreement.
- b. Comprehensive General Liability Insurance or the equivalent in an amount no less than Four Hundred Twenty-Four Thousand and No/100 U.S. Dollars (\$424,000.00) for injury to one person in any single occurrence; and no less than One Million One Hundred Ninety-Five Thousand and No/100 U.S. Dollars (\$1,195,000.00) for injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).

- c. Comprehensive automobile liability insurance on all vehicles used in the Services, in an amount no less than Four Hundred Twenty-Four Thousand and No/100 U.S. Dollars (\$424,000.00) for injury to one person in any single occurrence; and no less than One Million One Hundred Ninety-Five Thousand and No/100 U.S. Dollars (\$1,195,000.00) for injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).
- d. Professional Liability Insurance or the equivalent, such as Errors and Omissions coverage, in an amount no less than Four Hundred Twenty-Four Thousand and No/100 U.S. Dollars (\$424,000.00) for injury to one person in any single occurrence; and no less than One Million One Hundred Ninety-Five Thousand and No/100 U.S. Dollars (\$1,195,000.00) for any injur(ies) to two or more persons in any single occurrence (i.e., in the aggregate).

The required insurance shall be underwritten by an insurer licensed or authorized to do business in Colorado. Combinations of primary and excess coverage may be used to achieve minimum coverage limits. Excess/umbrella policy(ies) must follow form of the primary policy(ies) with which they are related to provide the minimum limits and be verified as such on any submitted Certificate of Insurance. The County's acceptance of a certificate of insurance or other proof of insurance that does not comply with all insurance requirements set forth in this Agreement shall not act as a waiver of Mountain Express's breach of this Agreement or of any of the County's or the RTA's rights or remedies under this Agreement.

If excluded from any policy coverage, this Agreement shall be specifically named an insured contract. If any policy is in excess of a deductible or self-insured retention, the County and the RTA must be notified by the Mountain Express. Mountain Express shall be responsible for the payment of any deductible or self-insured retention. Defense costs shall be in addition to the limits of liability. If this provision is unavailable that limitation must be evidenced on the Certificate of Insurance. A severability of interests or separation of insureds provision (no insured versus insured exclusion) must be included. A provision that coverage is primary and non-contributory with other coverage or self-insurance maintained by the County, excluding Professional Liability and Workers Compensation policies, if required.

For all coverages required under this Agreement, Mountain Express's insurer(s) shall waive subrogation rights against the County and the RTA by policy endorsement. All subcontractors and subconsultants (including independent Mountain Express, suppliers or other entities providing goods or services required by this Agreement) shall be subject to all of the requirements herein and shall procure and maintain the same coverages required of the Mountain Express. Mountain Express shall include all such subcontractors as additional insured under its policies (with the exception of Workers' Compensation) or shall ensure that all such subcontractors and subconsultants maintain the required coverages. Mountain Express agrees to provide proof of insurance for all such subcontractors and subconsultants upon request by the County or the RTA.

The insurance coverages specified in this Agreement are the minimum requirements, and these requirements do not lessen or limit the liability of the Mountain Express to the County under this



Agreement. The Mountain Express shall maintain, at its own expense, any additional kinds or amounts of insurance that it may deem necessary to cover its obligations and liabilities under this Agreement.

The insurance provisions of this Agreement shall survive expiration or termination of this Agreement.

5. INDEPENDENT CONTRACTOR.

In carrying out its obligations and activities under this Agreement, Mountain Express is acting as an independent Mountain Express and not as an agent, partner, joint venture or employee of Gunnison County or the RTA. Mountain Express does not have any authority to bind Gunnison County or the RTA in any manner whatsoever.

**Mountain Express acknowledges and agrees that Mountain Express is not entitled to: (i) unemployment insurance benefits; or (ii) Workers Compensation coverage, from Gunnison County or the RTA.** Further, Mountain Express is obligated to pay all applicable federal, state and local taxes owed in relation to the services.

6. INDEMNIFICATION.

Mountain Express irrevocably and unconditionally agrees to indemnify, defend and hold harmless Gunnison County and the RTA, their Commissioners, agents and employees of and from any and all liability, claims, liens, demands, actions and causes of action whatsoever (including reasonable attorney's and expert's fees and costs) arising out of or related to any loss, cost, damage or injury, including death, of any person or damage to property of any kind caused by the misconduct or negligent acts, errors or omissions of Mountain Express or its employees, subcontractors or agents in connection with this Agreement. Further, the County and the RTA shall not be liable to Mountain Express or its affiliates for any loss of anticipated business opportunities, contracts, revenues, profits or savings; damage to goodwill or reputation; or indirect, special or consequential loss or damage, arising out of or in connection with this Agreement, whether for breach of contract, in tort (including negligence), under statute or any other law, and Mountain Express expressly disclaims any such claims or damages as against the County or the RTA.

In case of any claim that is subject to indemnification under this Agreement, Mountain Express will provide the County and the RTA reasonably prompt notice of the relevant claim. Mountain Express will defend or settle, at its own expense, any demand, action, or suit on any claim subject to indemnification under this Agreement, through legal counsel selected by Mountain Express but approved by the County and the RTA. Each party will cooperate in good faith with the other to facilitate the defense of any such claim and the County and the RTA will tender the defense and settlement of any action or proceeding covered by this Section to Mountain Express or upon request. Claims may be settled without the consent of the County or the RTA, unless the settlement

includes an admission of wrongdoing, fault or liability by the County or the RTA, whether express or implied.

This defense and indemnification obligation shall survive any termination or expiration of this Agreement.

7. DISCRIMINATION.

The Mountain Express agrees to not discriminate against any person or class of persons by reason of age, race, color, sex, creed, religion, disability, national origin, sexual orientation or political affiliation in providing any services or in the use of any facilities provided for the public in any manner prohibited by Part 21 of the Regulations of the Office of the Secretary of Transportation. Mountain Express shall further comply with the letter and spirit of the Colorado Anti-Discrimination Act of 1957, as amended, and any other laws and regulations respecting discrimination in unfair employment practices. Additionally, Mountain Express shall comply with such enforcement procedures as any governmental authority might demand that Gunnison County take for the purpose of complying with any such laws and regulations.

8. AMERICANS WITH DISABILITIES ACT COMPLIANCE.

The Mountain Express represents and warrants to Gunnison County and the RTA that at all times during the performance of this Agreement no qualified individual with a disability shall, by reason of such disability, be excluded from participation in, or denied benefits of the service, programs, or activities performed by the Mountain Express, or be subjected to any discrimination by the Mountain Express upon which assurance Gunnison County and the RTA rely.

9. MISCELLANEOUS.

- a. SEVERABILITY. If any clause or provision of this Agreement shall be held to be invalid in whole or in part, then the remaining clauses and provisions, or portions thereof, shall nevertheless be and remain in full force and effect.
- b. AMENDMENT. No amendment, alteration, modification of or addition to this Agreement shall be valid or binding unless expressed in writing and signed by the parties to be bound thereby.
- c. NO WAIVER OF GOVERNMENTAL IMMUNITY. The parties hereto understand and agree that the County is relying upon, and has not waived, the monetary limitations and all other rights, immunities and protection provided by the Colorado Governmental Act, § 24-10-101, et seq., C.R.S. Nothing in this Agreement is, or shall be construed to be, a waiver, in whole or part, by Gunnison County or the RTA of governmental immunity provided by the Colorado Governmental Immunity Act or otherwise.
- d. LEGAL AUTHORITY. Mountain Express represents and warrants that it possesses the legal authority, pursuant to any proper, appropriate and official motion, resolution or action

passed or taken, to enter into the Agreement. Each person signing and executing the Agreement on behalf of Mountain Express represents and warrants that he has been fully authorized by Mountain Express to execute the Agreement on behalf of Mountain Express and to validly and legally bind Mountain Express to all the terms, performances and provisions of the Agreement. The County and the RTA shall have the right, in their sole discretion, to either temporarily suspend or permanently terminate the Agreement if there is a dispute as to the legal authority of either Mountain Express or the person signing the Agreement to enter into the Agreement.

- e. NO CONSTRUCTION AGAINST DRAFTING PARTY. The parties and their respective counsel have had the opportunity to review the Agreement, and the Agreement will not be construed against any party merely because any provisions of the Agreement were prepared by a particular party.
- f. ORDER OF PRECEDENCE. In the event of any conflicts between the language of the Agreement and any exhibits to it, the language of the Agreement controls.
- g. SURVIVAL OF CERTAIN PROVISIONS. The terms of the Agreement and any exhibits and attachments that by reasonable implication contemplate continued performance, rights, or compliance beyond expiration or termination of the Agreement survive the Agreement and will continue to be enforceable. Without limiting the generality of this provision, the Mountain Express's obligations to provide insurance and to indemnify the County and the RTA will survive for a period equal to any and all relevant statutes of limitation, plus the time necessary to fully resolve any claims, matters, or actions begun within that period.
- h. INUREMENT. The rights and obligations of the parties herein set forth shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns permitted under this Agreement.
- i. TIME IS OF THE ESSENCE. The parties agree that in the performance of the terms, conditions, and requirements of this Agreement, time is of the essence.
- j. PARAGRAPH HEADINGS. The captions and headings set forth herein are for convenience of reference only and shall not be construed so as to define or limit the terms and provisions hereof.

#### 10. DELEGATION AND ASSIGNMENT.

Mountain Express shall not delegate or assign its duties under this Agreement without the prior written consent of Gunnison County and RTA which consent Gunnison County and RTA may withhold in its discretion. Subject to the foregoing, the terms, covenants and conditions of this Agreement shall be binding on the successors and assigns of either party.

#### 11. TERMINATION.

Either party shall have the right to terminate this Agreement at any time, with or without cause, upon thirty (30) days prior written notice to the other. Upon termination, Mountain Express shall be entitled to compensation for Services performed prior to the date of termination, per the compensation terms provided in this Agreement. Termination shall not affect or prejudice any rights or other remedy that a party may have with respect to the event giving rise to termination or any other rights or other remedy a party may have with respect to breach of this Agreement which existed at or before the date of termination.

## 12. OWNERSHIP OF PROPERTY.

Any work product, information, materials, goods, or intellectual property generated as a result of the Services shall become the sole and exclusive property of the County, and Mountain Express agrees to relinquish any rights, implied or otherwise, to such property, including but not limited to any resulting intellectual property rights.

## 13. WARRANTIES.

Mountain Express represents and warrants to the County and the RTA as follows:

- a. The Services shall conform to applicable specifications and will be free from deficiencies and defects in materials, workmanship, design or performance, as applicable.
- b. All Services shall be performed by qualified personnel in a professional and workmanlike manner, consistent with industry standards.
- c. Mountain Express has the requisite ownership, rights and licenses to perform its obligations under this Agreement and to perform the Services free and clear from all liens, adverse claims, encumbrances and interests of any third party.
- d. There are no pending or threatened lawsuits, claims, disputes or actions adversely affecting the Services or Mountain Express's ability to perform its obligations under this Agreement.
- e. Performance of the Services shall not violate, infringe, or misappropriate any patent, copyright, trademark, trade secret, or other intellectual property or proprietary right of any third party.
- f. Mountain Express has the right to and shall assign to County and the RTA all third-party warranties and indemnities that Mountain Express receives in connection with any of the Services provided to County and the RTA. To the extent that Mountain Express is not permitted to assign any warranties or indemnities to the County, Mountain Express agrees to specifically identify and enforce those warranties and indemnities on behalf of County and the

RTA to the extent Mountain Express is permitted to do so under the terms of the applicable third-party agreements.

14. WHEN RIGHTS AND REMEDIES NOT WAIVED.

In no event shall any action by either party constitute or be construed to be a waiver by the other party of any breach of covenant or default which may then exist on the part of the party alleged to be in breach, and the non-breaching party's action or inaction when any such breach or default shall exist shall not impair or prejudice any right or remedy available to that party with respect to such breach or default; and no assent, expressed or implied, to any breach of any one or more covenants, provisions or conditions of the Agreement shall be deemed or taken to be a waiver of any other breach.

15. NO THIRD-PARTY BENEFICIARY.

Enforcement of the terms of the Agreement and all rights of action relating to enforcement are strictly reserved to the parties. Nothing contained in the Agreement gives or allows any claim or right of action to any third person or entity. Any person or entity other than the County, the RTA or Mountain Express receiving benefits pursuant to the Agreement is an incidental beneficiary only.

16. CONFLICT OF INTEREST.

The signatories to this Agreement aver to their knowledge, no employee of the County or the RTA has any personal or beneficial interest whatsoever in the Services. Mountain Express has no beneficial interest, direct or indirect, that would conflict in any manner or degree with the performance of the Services, and Mountain Express shall not employ any person having such known interests. The Mountain Express shall also not engage in any transaction, activity or conduct that would result in a conflict of interest under the Agreement. The Mountain Express represents that it has disclosed any and all current or potential conflicts of interest. A conflict of interest shall include transactions, activities or conduct that would affect the judgment, actions or work of the Mountain Express by placing the Mountain Express's own interests, or the interests of any party with whom the Mountain Express has a contractual arrangement, in conflict with those of the County or the RTA. The County, in its sole discretion, will determine the existence of a conflict of interest and may terminate the Agreement in the event it determines a conflict exists, after it has given the Mountain Express written notice describing the conflict.

17. FORCE MAJEURE.

Neither party shall be responsible for failure to fulfill its obligations hereunder or liable for damages resulting from delay in performance as a result of an unforeseeable event outside the control of such party, and not caused by such party's negligence, including war or armed conflict, fire, flood, strike, riot or insurrection, terrorist attack, nuclear, chemical or biological attack, natural disaster, martial law, unreasonable delay of carriers, governmental order or regulation;

PROVIDED, HOWEVER, the any delay caused by the COVID-19 Pandemic (or Endemic), or any other communicable disease pandemic or endemic, shall NOT be considered a force majeure event. If a force major event occurs, the time for performance shall be extended by mutual agreement of the parties for a period of time as may be reasonably necessary to compensate for such delay, provided that if such performance still cannot be completed within such extended period of time, either party may terminate this Agreement and both parties will be released from any further obligation to the other.

18. NOTICES.

Any notice, demand or communication which either party may desire or be required to give to the other party shall be in writing and shall be deemed sufficiently given or rendered if delivered personally or sent by certified first class US mail, postage prepaid, addressed as follows:

Gunnison County: County Manager  
Gunnison County  
200 E. Virginia  
Gunnison, Colorado 81230  
Phone: 970-641-0248

With a copy to: Board of County Commissioners  
of the County of Gunnison, Colorado  
200 E. Virginia  
Gunnison, Colorado 81230

Scott Truex, Executive Director  
Gunnison Valley Rural Transportation Authority  
PO Box 1911  
Crested Butte, CO 81224

Senior Care Center: Mary Blattner, Administrator  
Gunnison Valley Health Senior Care Center  
1500 W. Tomichi  
Gunnison, CO 81230

Either party has the right to designate in writing, served as provided above, a different address to which any notice, demand or communication is to be mailed.

19. GOVERNING LAW.

This Agreement shall be governed by and interpreted in accordance with the laws of the State of Colorado. Jurisdiction and venue for any legal proceedings related to this Agreement shall exclusively lie in the State of Colorado District Court located in Gunnison County, Colorado.

20. COUNTERPARTS: FACSIMILE AND ELECTRONIC TRANSMISSION.

This Agreement may be executed by facsimile and/or in any number of counterparts, any or all of which may contain the signatures of less than all the parties, and all of which shall be construed together as but a single instrument and shall be binding on the parties as though originally executed on one originally executed document. All facsimile counterparts shall be promptly followed with delivery of original executed counterparts.

This Agreement may also be executed by electronic means or signatures. Accordingly, the Agreement, and any other documents requiring a signature hereunder, may be signed electronically by the County in the manner specified by the County. The Parties agree not to deny the legal effect or enforceability of the Agreement solely because it is in electronic form or because an electronic record was used in its formation. The Parties agree not to object to the admissibility of the Agreement in the form of an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the ground that it is an electronic record or electronic signature or that it is not in its original form or is not an original.

The parties agree that: (i) any notice or communication transmitted by electronic transmission, as defined below, shall be treated in all manner and respects as an original written document; (ii) any such notice or communication shall be considered to have the same binding and legal effect as an original document; and (iii) at the request of either party, any such notice or communication shall be re-delivered or re-executed, as appropriate, by the party in its original form. For purposes of this Agreement, the term “electronic transmission” means any form of communication not directly involving the physical transmission of paper, that creates a record that may be retained, retrieved and reviewed by a recipient thereof, and that may be directly reproduced in paper form by such a recipient through an automated process, but specifically excluding text or instant messages.

21. ENTIRE AGREEMENT.

This Agreement comprises the entire agreement between County and Mountain Express and supersedes all prior or contemporaneous negotiations, discussions or agreements, whether written or oral, between the parties regarding the subject matter contained herein. No amendment to or modification of this Agreement will be binding unless in writing and signed by an authorized representative of each party.

Notwithstanding anything to the contrary herein, the County shall not be subject to any provision included in any terms, conditions, or agreements appearing on Mountain Express’s or a subcontractor’s website or any provision incorporated into any click-through or online agreements related to the work unless that provision is specifically referenced in this Agreement.

22. RECORDS.

Contractor shall maintain for a minimum of three (3) years, adequate financial and other records for reporting to County. Mountain Express shall be subject to financial audit by federal, state or county auditors or their designees. Mountain Express authorizes such audits and inspections of records during normal business hours, upon forty-eight (48) hours' notice to Mountain Express. Mountain Express shall fully cooperate during such audit or inspections.

23. PUBLIC RECORD.

To the extent not prohibited by state or federal law, this Agreement is potentially subject to public release through the Colorado Open Records Act. The parties further acknowledge and understand that all work product or materials provided or produced under this Agreement, including items marked Proprietary or Confidential, may be subject to the Colorado Open Records Act., § 24-72-201, et seq., C.R.S.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date above written.

BOARD OF COUNTY COMMISSIONERS  
OF THE COUNTY OF GUNNISON, COLORADO

By: \_\_\_\_\_  
Matthew Birnie, County Manager

ATTEST:

\_\_\_\_\_  
Deputy Clerk

Gunnison Valley Rural Transportation Authority

By: \_\_\_\_\_  
Janet R. Farmer, Board Chair

Mountain Express

By: \_\_\_\_\_  
Roman Kolodziej, Board Chair



## APPENDIX “A”

### SCOPE OF SERVICES

Mountain Express shall perform and provide the following services:

- Provide transportation services to senior citizens of Gunnison County, who reside in Mt. Crested Butte, Crested Butte and surrounding north valley communities, on a regularly scheduled basis as currently being provided.
- Work with necessary RTA and County staff to ensure all required compliance related to transportation program is met, including:
  - Provide required compliance for driving personnel (background checks, annual evaluations, etc.).
  - Maintain required transportation logs.

Regional Transportation Authority shall perform and provide the following services:

- Funding to the Mountain Express in the amount not to exceed \$55,000 for transportation services to Seniors of Gunnison County, within the identified service area.

Gunnison County shall perform and provide the following services:

- Provide fiscal agent service to the RTA for this contract, including the payment of vouchers for services to the Mountain Express.




# GVRTA – 2022 Revised Budget For Adoption 11-4-2022




The 2022 Revised Budget is on the following pages. State statute requires us to revise our budget before the end of the year if there are overages in expenditures in certain accounts.



More sales tax is shifted the Capital Fund to allow for completing the Bus Storage Facility and to allow for purchasing the Fading West Five-Plex in 2023. Fuel costs are increased due to inflation and the increase in the spring/summer/fall schedule. Purchased Transportation Services are also increased due to the bigger schedule. Repair & Maintenance is increased due to extra costs and two vehicles coming out of warranty.

If there are no changes from the Board, the staff requests a motion to adopt the GVRTA Revised 2021 Budget as presented.

| Gunnison Valley Transportation Authority<br>2022 Revised Budget - For Adoption November 4, 2022 | 2022<br>Adopted<br>Budget | Revisions         | 2022<br>Revised<br>Budget |
|---|---------------------------|-------------------|---------------------------|
| <b>Distribution of Sales Tax Revenues among GVRTA funds</b>                                     | \$ 5,322,000              | \$ 591,489        | \$ 5,913,489              |
| <small>(Future months are projected flat to 2021)</small>                                       |                           |                   |                           |
| <b>Sales Tax to General Fund</b>  | \$ 1,522,000              | \$ (8,511)        | \$ 1,513,489              |
| <b>Sales Tax to Capital Fund</b>  | \$ 2,200,000              | \$ 1,550,000      | \$ 3,750,000              |
| <b>Sales Tax to Air Command Fund</b>  | \$ 1,200,000              | \$ (950,000)      | \$ 250,000                |
| <b>Sales Tax to Senior Transportation Fund</b>  | \$ 400,000                | \$ -              | \$ 400,000                |
|   | <b>\$ 5,322,000</b>       | <b>\$ 591,489</b> | <b>\$ 5,913,489</b>       |

| <b>CVRTA General Fund</b>  |  | <b>2022</b>         |                    | <b>2022</b>         |
|--|--|---------------------|--------------------|---------------------|
|  <b>2022 Revised Budget - For Adoption November 4, 2022</b> |  | <b>Adopted</b>      | <b>Revisions</b>   | <b>Revised</b>      |
| <b>Beginning Fund Balance</b>  |  | <b>Budget</b>       |                    | <b>Budget</b>       |
|  |  | <b>\$ 2,612,731</b> | <b>\$ 277,882</b>  | <b>\$ 2,890,613</b> |
| <b>Revenues</b>  |  |                     |                    |                     |
| <b>Sales Tax Revenues</b>  |  | \$ 1,522,000        | \$ (8,511)         | \$ 1,513,489        |
| <b>Sales Tax - Clerk</b>   |  | \$ 25,000           | \$ 9,000           | \$ 34,000           |
| <b>Interest Charges</b>  |  | \$ 3,000            | \$ (1,000)         | \$ 2,000            |
| <b>Other Fines</b>   |  | \$ 6,000            | \$ 8,000           | \$ 14,000           |
| <b>Rental Income</b>   |  | \$ 26,400           | \$ 5,600           | \$ 32,000           |
| <b>Refund of Expenditures</b>  |  | \$ -                | \$ 47,183          | \$ 47,183           |
| <b>Earnings on Investments</b>   |  | \$ 25,000           | \$ (214,000)       | \$ (189,000)        |
| 5311 A & O <b>FTA 5311 Admin. &amp; Operating Grant funded by ARP</b>  |  | \$ 242,618          | \$ 114,245         | \$ 356,863          |
| <b>Total Revenues</b>  |  | <b>\$ 1,850,018</b> | <b>\$ (39,483)</b> | <b>\$ 1,810,535</b> |
| <b>Expenditures:</b>   |  |                     |                    |                     |
| <b>Postage</b>   |  | \$ 100              | \$ -               | \$ 100              |
| <b>Photocopies</b>   |  | \$ 100              | \$ (100)           | \$ -                |
| <b>Supplies &amp; Equipment Under \$4,000</b>  |  | \$ 4,000            | \$ -               | \$ 4,000            |
| <b>Building Repair and Maintenance</b>   |  | \$ 30,000           | \$ -               | \$ 30,000           |
| <b>Travel - Transportation</b>   |  | \$ 8,000            | \$ (6,500)         | \$ 1,500            |
| <b>Travel - Meals</b>  |  | \$ 6,000            | \$ (4,500)         | \$ 1,500            |
| <b>Travel - Lodging</b>  |  | \$ 6,000            | \$ (3,000)         | \$ 3,000            |
| <b>Legal Services</b>  |  | \$ 8,000            | \$ 0               | \$ 8,000            |
| <b>Contracted Temporary Help - Marcy &amp; RAE</b>   |  | \$ 12,000           | \$ -               | \$ 12,000           |
| <b>Contract Svcs - Social Firekeeper, GPS, Bus Stops</b>   |  | \$ 60,000           | \$ (4,000)         | \$ 56,000           |
| <b>Management Services - TMS</b>   |  | \$ 90,000           | \$ -               | \$ 90,000           |
| <b>Meetings - Registrations</b>  |  | \$ 2,000            | \$ (1,250)         | \$ 750              |
| <b>State Fees</b>  |  | \$ 34,000           | \$ -               | \$ 34,000           |
| <b>Treasurer's Fees</b>  |  | \$ 50,000           | \$ 17,000          | \$ 67,000           |
| <b>Late Night Taxi Donation</b>  |  | \$ -                | \$ 30,000          | \$ 30,000           |
| <b>Advertising, Notices, Public Outreach &amp; Website</b>   |  | \$ 20,000           | \$ (8,000)         | \$ 12,000           |
| <b>Dues &amp; Memberships</b>  |  | \$ 14,000           | \$ (4,000)         | \$ 10,000           |
| <b>Auditing</b>  |  | \$ 7,600            | \$ 414             | \$ 8,014            |
| <b>Insurance &amp; Bonds</b>   |  | \$ 11,500           | \$ 2,500           | \$ 14,000           |
| <b>Investment Commissions/Fees</b>   |  | \$ 100              | \$ -               | \$ 100              |
| <b>Transfer to County General Fund</b>   |  | \$ 11,700           | \$ -               | \$ 11,700           |
| 5311 - A <b>Management Services - TMS</b>  |  | \$ 90,000           | \$ -               | \$ 90,000           |
| 5311 - O <b>Diesel Fuel</b>  |  | \$ 80,000           | \$ 30,000          | \$ 110,000          |
| 5311 - O <b>CNG Fuel</b>   |  | \$ 225,000          | \$ 35,000          | \$ 260,000          |
| 5311 - O <b>Repair &amp; Maintenance - Vehicles</b>  |  | \$ 270,000          | \$ 180,000         | \$ 450,000          |
| 5311 - O <b>Purchased Transportation Services</b>  |  | \$ 1,920,000        | \$ 60,000          | \$ 1,980,000        |
| <b>Total Expenditures</b>  |  | <b>\$ 2,960,100</b> | <b>\$ 323,564</b>  | <b>\$ 3,283,664</b> |
| <b>Ending General Fund Balance</b>   |  | <b>\$ 1,502,649</b> | <b>\$ (85,165)</b> | <b>\$ 1,417,484</b> |

|  <b>GVRTA Capital Reserve Fund</b><br>2022 Revised Budget - For Adoption November 4, 2022         |  | 2022<br>Adopted<br>Budget | Revisions      | 2022<br>Revised<br>Budget |
|--|--|---------------------------|----------------|---------------------------|
| <b>Beginning Fund Balance</b>  |  | \$ 249,948                | \$ -           | \$ 249,948                |
| <b>Revenues:</b>   |  |                           |                |                           |
| <b>Sales Tax Revenues</b>  |  | \$ 2,200,000              | \$ 1,550,000   | \$ 3,750,000              |
| SB 267 <b>State Capital Grant (facility)</b>   |  | \$ 1,530,000              | \$ 606,439     | \$ 2,136,439              |
| 5339/FASTER - C <b>Federal Capital Grant (bus)</b>   |  | \$ -                      | \$ -           | \$ -                      |
| <b>Total Revenues</b>  |  | \$ 3,730,000              | \$ 2,156,439   | \$ 5,886,439              |
| <b>Expenditures:</b>   |  |                           |                |                           |
| 5339/FASTER - C <b>Bus Purchase</b>  |  | \$ -                      | \$ -           | \$ -                      |
| SB 267 <b>Facility Design and Construction</b>   |  | \$ 2,000,000              | \$ 960,000     | \$ 2,960,000              |
| <b>Housing Purchase</b>  |  | \$ 1,600,000              | \$ (598,238)   | \$ 1,001,762              |
| <b>Capital Improvements</b>  |  | \$ -                      | \$ -           | \$ -                      |
| <b>Total Expenditures</b>  |  | \$ 3,600,000              | \$ 361,762     | \$ 3,961,762              |
| <b>Ending Fund Balance</b>   |  | \$ 379,948                | \$ 1,794,677   | \$ 2,174,625              |
| <b>GVRTA Air Command Fund</b>  |  |                           |                |                           |
|  <b>GVRTA Air Command Fund</b><br>2022 Revised Budget - For Adoption November 4, 2022             |  | 2022<br>Adopted<br>Budget | Revisions      | 2022<br>Revised<br>Budget |
| <b>Beginning Fund Balance</b>  |  | \$ 2,485,713              | \$ 2,500       | \$ 2,488,213              |
| <b>Revenues:</b>   |  |                           |                |                           |
| <b>Sales Tax Revenues</b>  |  | \$ 1,200,000              | \$ (950,000)   | \$ 250,000                |
| <b>SCASD Grant</b>   |  | \$ 200,000                | \$ (200,000)   | \$ -                      |
| <b>Total Revenues</b>  |  | \$ 1,400,000              | \$ (1,150,000) | \$ 250,000                |
| <b>Expenditures:</b>   |  |                           |                |                           |
| <b>Airline Guarantees - Winter 21-22</b>   |  | \$ 740,380                | \$ (389,144)   | \$ 351,236                |
| <b>Professional Services -Airplanners &amp; RRC</b>  |  | \$ 90,000                 | \$ 22,000      | \$ 112,000                |
| <b>Contract with Airport for Airline Mechanic</b>  |  | \$ 32,000                 | \$ 4,000       | \$ 36,000                 |
| <b>Airline Guarantees - Summer</b>   |  | \$ 700,000                | \$ (610,000)   | \$ 90,000                 |
| <b>Total Expenditures</b>  |  | \$ 1,562,380              | \$ (973,144)   | \$ 589,236                |
| <b>Ending Fund Balance</b>   |  | \$ 2,323,333              | \$ (174,356)   | \$ 2,148,977              |
| <b>GVRTA Senior Transportation Fund</b>  |  |                           |                |                           |
|  <b>GVRTA Senior Transportation Fund</b><br>2022 Revised Budget - For Adoption November 4, 2022 |  | 2022<br>Adopted<br>Budget | Revisions      | 2022<br>Revised<br>Budget |
| <b>Beginning Fund Balance</b>  |  | \$ 329,386                | \$ 5,124       | \$ 334,510                |
| <b>Revenues:</b>   |  |                           |                |                           |
| <b>Sales Tax Revenues</b>  |  | \$ 400,000                | \$ -           | \$ 400,000                |
| <b>Total Revenues</b>  |  | \$ 400,000                | \$ -           | \$ 400,000                |
| <b>Expenditures:</b>   |  |                           |                |                           |
| <b>Capital Expenses</b>  |  | \$ 70,000                 | \$ 7,500       | \$ 77,500                 |
| <b>Contracted Services</b>   |  | \$ 360,000                | \$ (70,000)    | \$ 290,000                |
| <b>Total Expenditures</b>  |  | \$ 430,000                | \$ (62,500)    | \$ 367,500                |
| <b>Ending Fund Balance</b>   |  | \$ 299,386                | \$ 67,624      | \$ 367,010                |

| <b>GVRTA Total Revenues and Expenditures</b><br> 2022 Revised Budget - For Adoption November 4, 2022 |  | 2022<br>Adopted<br>Budget                   | Revisions    | 2022<br>Revised<br>Budget                   |
|---|--|---|--------------|---|
| <b>Beginning Fund Balance</b>   |  | \$ 5,677,778                                | \$ 285,506   | \$ 5,963,284                                |
| <b>Revenues:</b>  |  | \$ 7,380,018                                | \$ 966,956   | \$ 8,346,974                                |
| <b>Expenditures:</b>  |  | \$ 8,552,480                                | \$ (350,318) | \$ 8,202,162                                |
| <b>Ending Fund Balance</b>  |  | \$ 4,505,316                                | \$ 1,602,780 | \$ 6,108,096                                |
| <b>GVRTA Summary of all Funds</b><br> 2022 Revised Budget - For Adoption November 4, 2022            |  |   |              |   |
| <b>Fund Balances</b>  | 2022<br>Actual<br>Beginning<br>Balance | 2022<br>Adopted<br>Budget<br>Ending Balance | Revisions    | 2022<br>Revised<br>Budget<br>Ending Balance |
| <b>Unrestricted General Fund Balance</b>  | \$ 2,890,613                           | \$ 1,502,649                                | \$ (85,165)  | \$ 1,417,484                                |
| <b>Capital Reserve Fund Balance</b>   | \$ 249,948                             | \$ 379,948                                  | \$ 1,794,677 | \$ 2,174,625                                |
| <b>Air Command Fund Balance</b>   | \$ 2,488,213                           | \$ 2,323,333                                | \$ (174,356) | \$ 2,148,977                                |
| <b>Senior Transportation Fund Balance</b>   | \$ 334,510                             | \$ 299,386                                  | \$ 67,624    | \$ 367,010                                  |
| <b>Total Fund Balance</b>   | \$ 5,963,284                           | \$ 4,505,316                                | \$ 1,602,780 | \$ 6,108,096                                |



## 2023 GVRTA

### Budget – For Adoption November 4, 2022

The next pages comprise the 2023 GVRTA Draft Budget. This document has two options for the Board of Directors to consider: Option A, and Option B.

**Option A** is similar to the version that was in last month’s packet and includes 35 round-trips on our commuter bus service in the winter and 19 round-trips in the spring, summer, and fall.

**Option B** amends the bus schedule to include 28 round-trips in the spring, summer, and fall. The driving force behind considering this schedule is to offer more consistency for passengers and for drivers. If we choose to go with this option, we will be able to have many more year-round drivers and won’t have the struggle of hiring as many new drivers each fall.

These options have implications for the Five-Year Financial Plan which will be adopted later in this meeting.

#### 2023 Budget Assumptions:

- **Sales Tax**
  - Sales tax revenues are projected flat for remainder of 2022.
  - 2023 sales tax increases by 1.5% over current year projections.
- **Capital Fund**
  - The Capital Fund receives \$1,350,000 of sales tax revenues in 2023.
  - Two new motorcoaches are purchased in 2023.
    - (Already ordered – cost \$1,546,000)
  - Construction of the Whetstone bus storage facility is budgeted to be \$3,700,000.
    - Current projections are that we will spend \$2,460,000 in 2022 and \$1,240,000 in 2023.
  - \$1,900,000 is budgeted for the Fading West Housing purchase in 2023.
    - A deposit of \$380,000 is accounted for in 2022
    - The total estimated cost has increased to \$2,280,000.

## 2023 Draft Budget Assumptions (continued):

- **Capital Fund (continued)**
  - New bus shelters to be installed in the City of Gunnison at the Library, Safeway, Teller, and Spencer bus stops (\$150,000).
  - Concrete apron to be installed around the West Evans Maintenance Facility (\$300,000).
  - Bus lifts and tire changers to be purchased for the maintenance shop (\$105,000).
- **Air Command Fund**
  - The Air Command Fund receives \$1,000,000 from sales tax revenues in 2023.
  - Winter flights are guaranteed to Houston and Dallas.
    - Total maximum MRG payments are \$781,000.
  - Summer flights contracts are budgeted at \$700,000.
    - This includes using \$200,000 of the SCASD grant for 50% of the cost of a potential new summer Dallas service.
- **Senior Transportation Fund**
  - The Senior Transportation Fund receives \$420,000 from sales tax revenues in 2023.
  - Senior transportation operations continue with no changes in 2023.
  - A new senior bus for GVH will be purchased (\$94,000).
    - This number is not fixed yet, but is a best estimate.
  - The RTA will provide local match for a Mt. Express grant to purchase a new senior bus for Mt. Express (\$26,000).
- **General Fund**
  - Remaining Sales Tax (\$3,232,000) goes to the General Fund.
  - **Option A:** The GVRTA Commuter Bus operates on a 35 round-trip winter bus schedule and a 19 round-trip spring, summer, and fall bus schedule.
  - **Option B:** The GVRTA Commuter Bus operates on a 35 round-trip winter bus schedule and a 19 round-trip spring, summer, and fall bus schedule.
  -
- **Overall**
  - Total revenues are budgeted to be \$7,828,418.
  - Total expenditures are budgeted not to exceed \$10,881,960 in Option A and \$11,461,960 in Option B.
  - Ending fund balance is budgeted to be \$3,552,554 in Option A and \$2,972,554 in Option B.
  - The Unrestricted fund balance is budgeted to be \$3,240,544 in Option A and \$2,660,544 in Option B.
  - Board Policy requires the Unrestricted year-end fund balance to be at least \$2,400,000.



## Gunnison Valley Transportation Authority 2023 Budget with Options A & B For Adoption by the Board of Directors November, 2022

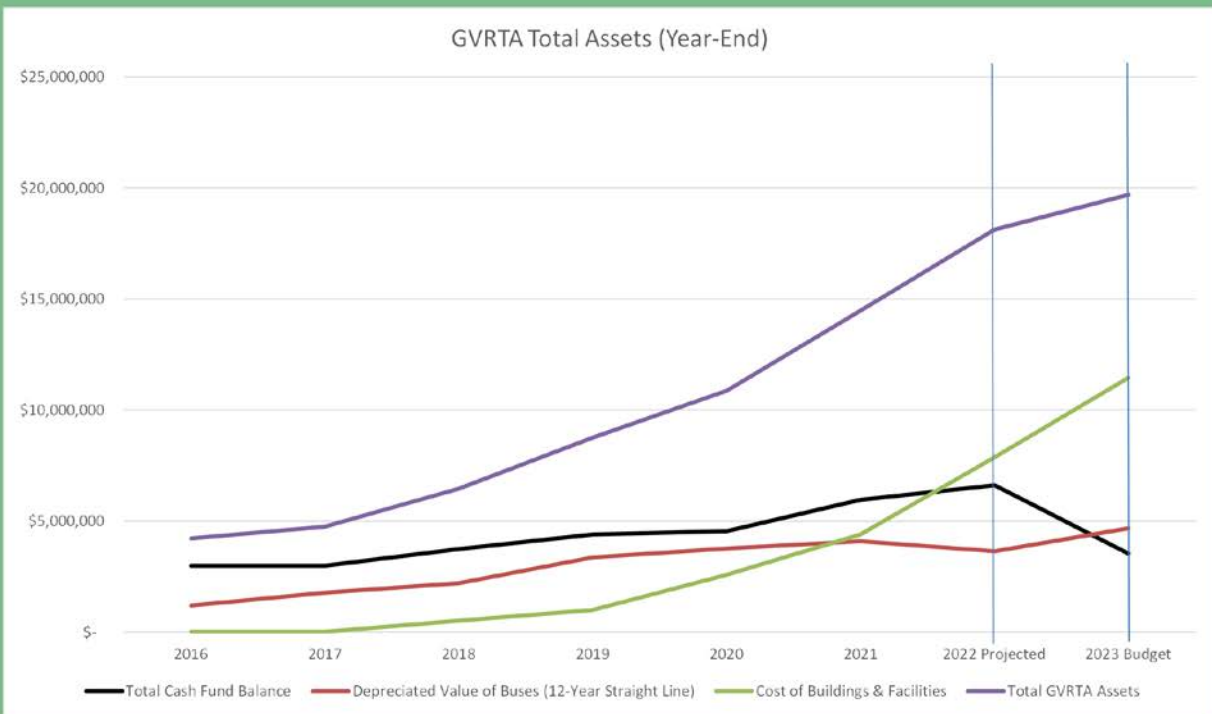
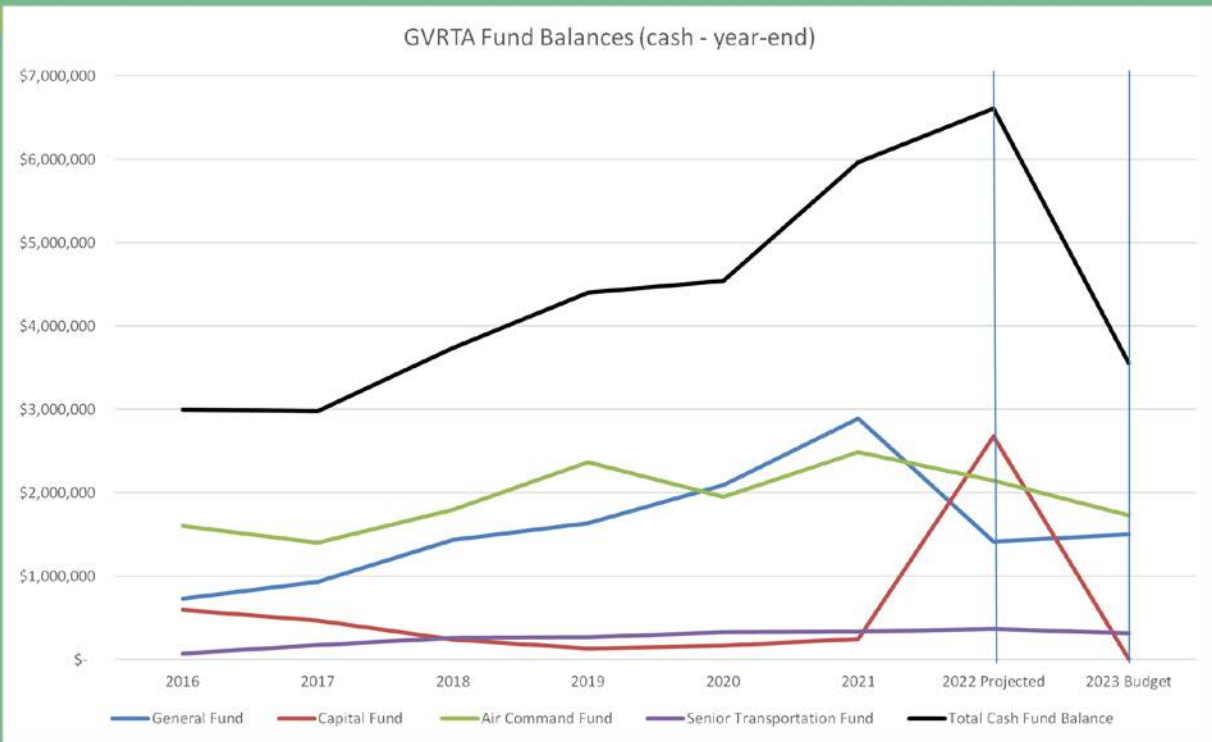
| Gunnison Valley Transportation Authority<br>2023 Budget | 2021<br>Actual | 2022<br>Budget | 2022<br>Projected | 2023 Budget<br>Options A & B   |  |
|---|----------------|----------------|-------------------|--|--|
| <b>Sales Tax Revenues</b>                               | \$ 5,411,171   | \$ 5,322,000   | \$ 5,913,489      | \$ 6,002,000   |  |
| Sales Tax to General Fund                               | \$ 2,155,171   | \$ 1,522,000   | \$ 1,513,489      | \$ 3,232,000   |  |
| Sales Tax to Capital Fund                               | \$ 2,000,000   | \$ 2,200,000   | \$ 3,750,000      | \$ 1,350,000   |  |
| Sales Tax to Air Command Fund                           | \$ 950,000     | \$ 1,200,000   | \$ 250,000        | \$ 1,000,000   |  |
| Sales Tax to Senior Transportation Fund                 | \$ 306,000     | \$ 400,000     | \$ 400,000        | \$ 420,000   |  |
|   | \$ 5,411,171   | \$ 5,322,000   | \$ 5,913,489      | \$ 6,002,000   |  |
| <b>GVRTA General Fund<br/>2023 Budget</b>               |                |                |                   | <b>2023 Budget<br/>Option A<br/>With 19<br/>Round-Trips<br/>Spr/Sum/Fall</b> | <b>2023 Budget<br/>Option B<br/>With 28<br/>Round-Trips<br/>Spr/Sum/Fall</b> |
| <b>Beginning General Fund Balance</b>                   | \$ 2,090,933   | \$ 2,612,731   | \$ 2,890,613      | \$ 1,415,484   | \$ 1,415,484   |
| <b>Revenues:</b>  |                |                |                   |  |  |
| Sales Tax Revenues                                      | \$ 2,155,171   | \$ 1,522,000   | \$ 1,513,489      | \$ 3,232,000   | \$ 3,232,000   |
| Sales Tax - Clerk                                       | \$ 30,039      | \$ 25,000      | \$ 34,000         | \$ 30,000  | \$ 30,000  |
| Interest Charges  | \$ 3,170       | \$ 3,000       | \$ 2,000          | \$ 2,000   | \$ 2,000   |
| Other Fines   | \$ 6,819       | \$ 6,000       | \$ 14,000         | \$ 10,000  | \$ 10,000  |
| Rental Income   | \$ 26,400      | \$ 26,400      | \$ 32,000         | \$ 80,000  | \$ 80,000  |
| Refund of Expenditures                                  | \$ -           | \$ -           | \$ 47,183         | \$ -   | \$ -   |
| Earnings on Investments                                 | \$ (16,227)    | \$ 25,000      | \$ (189,000)      | \$ 25,000  | \$ 25,000  |
| FTA Stimulus Grants                                     | \$ 897,944     | \$ -           | \$ -              | \$ -   | \$ -   |
| 5311 A & O FTA 5311Admin. & Operating Grants            | \$ 242,618     | \$ 242,618     | \$ 356,863        | \$ 242,618   | \$ 242,618   |
| <b>Total Revenues</b>                                   | \$ 3,345,934   | \$ 1,850,018   | \$ 1,810,535      | \$ 3,621,618   | \$ 3,621,618   |
| <b>Expenditures:</b>                                    |                |                |                   |  |  |
| Postage   | \$ 70          | \$ 100         | \$ 100            | \$ 100   | \$ 100   |
| Photocopies   | \$ -           | \$ 100         | \$ -              | \$ -   | \$ -   |
| Equipment Under \$4,000                                 | \$ 196         | \$ 4,000       | \$ 4,000          | \$ 4,000   | \$ 4,000   |
| Building Repair and Maintenance                         | \$ 21,857      | \$ 30,000      | \$ 30,000         | \$ 30,000  | \$ 30,000  |
| Travel - Transportation                                 | \$ 449         | \$ 8,000       | \$ 1,500          | \$ 8,000   | \$ 8,000   |
| Travel - Meals  | \$ 659         | \$ 6,000       | \$ 1,500          | \$ 6,000   | \$ 6,000   |
| Travel - Lodging  | \$ 1,983       | \$ 6,000       | \$ 3,000          | \$ 6,000   | \$ 6,000   |
| Legal Services  | \$ 2,207       | \$ 8,000       | \$ 8,000          | \$ 8,000   | \$ 8,000   |
| Contracted Temporary Help - Marcy & RAE                 | \$ 6,680       | \$ 12,000      | \$ 12,000         | \$ 12,000  | \$ 12,000  |
| Contract Svcs - Social Firekeeper, Swiftly, Bus Stops   | \$ 56,221      | \$ 60,000      | \$ 56,000         | \$ 62,000  | \$ 62,000  |
| Management Services - TMS                               | \$ 76,491      | \$ 90,000      | \$ 90,000         | \$ 93,600  | \$ 93,600  |
| Meetings - Registrations                                | \$ 750         | \$ 2,000       | \$ 750            | \$ 2,000   | \$ 2,000   |
| State Fees  | \$ 30,540      | \$ 34,000      | \$ 34,000         | \$ 34,000  | \$ 34,000  |
| Treasurer's Fees  | \$ 59,382      | \$ 50,000      | \$ 67,000         | \$ 65,000  | \$ 65,000  |
| Late Night Taxi Donation                                | \$ -           | \$ -           | \$ 30,000         | \$ 30,000  | \$ 30,000  |
| Advertising, Notices, Public Outreach & Website         | \$ 11,505      | \$ 20,000      | \$ 12,000         | \$ 20,000  | \$ 20,000  |
| Dues & Memberships (CASTA & POA Memberships)            | \$ 7,444       | \$ 14,000      | \$ 10,000         | \$ 20,000  | \$ 20,000  |
| Auditing  | \$ 7,400       | \$ 7,600       | \$ 8,014          | \$ 8,500   | \$ 8,500   |
| Insurance & Bonds                                       | \$ 9,315       | \$ 11,500      | \$ 14,000         | \$ 18,000  | \$ 18,000  |
| Utilities   | \$ -           | \$ -           | \$ 2,000          | \$ 14,400  | \$ 14,400  |
| Investment Commissions/Fees                             | \$ -           | \$ 100         | \$ 100            | \$ 100   | \$ 100   |
| Transfer to County General Fund                         | \$ 11,350      | \$ 11,700      | \$ 11,700         | \$ 12,660  | \$ 12,660  |
| 5311 - A Management Services - TMS                      | \$ 76,491      | \$ 90,000      | \$ 90,000         | \$ 93,600  | \$ 93,600  |
| 5311 - O Diesel Fuel                                    | \$ 74,883      | \$ 80,000      | \$ 110,000        | \$ 125,000   | \$ 125,000   |
| 5311 - O CNG Fuel                                       | \$ 174,173     | \$ 225,000     | \$ 260,000        | \$ 315,000   | \$ 415,000   |
| 5311 - O Repair & Maintenance - Vehicles                | \$ 286,823     | \$ 270,000     | \$ 450,000        | \$ 420,000   | \$ 500,000   |
| 5311 - O Purchased Transportation Services              | \$ 1,629,385   | \$ 1,920,000   | \$ 1,980,000      | \$ 2,125,000   | \$ 2,525,000   |
| <b>Total Expenditures</b>                               | \$ 2,546,254   | \$ 2,960,100   | \$ 3,285,664      | \$ 3,532,960   | \$ 4,112,960   |
| <b>Ending General Fund Balance</b>                      | \$ 2,890,613   | \$ 1,502,649   | \$ 1,415,484      | \$ 1,504,142   | \$ 924,142   |



| <b>GVRTA Capital Reserve Fund<br/>2023 Budget</b> | <b>2021<br/>Actual</b>              | <b>2022<br/>Budget</b>              | <b>2022<br/>Projected</b>              | <b>2023 Budget<br/>Options A &amp; B</b> |                                 |
|---|-------------------------------------|-------------------------------------|--|--|---------------------------------|
| <b>Beginning Fund Balance</b>                     | \$ 169,725                          | \$ 249,948                          | \$ 249,948                             | \$ 2,674,625                             |                                 |
| Revenues:   |                                     |                                     |  |  |                                 |
| 5339 - C 5311/5399/FASTER/SB1/SB228Capital Grants | \$ 603,948                          | \$ -                                | \$ -                                   | \$ 1,236,800                             |                                 |
| SB-267 VW Settlement Funds Grant                  | \$ -                                | \$ -                                | \$ -                                   | \$ -                                     |                                 |
| State SB267 Grant for Facility                    | \$ 63,561                           | \$ 1,530,000                        | \$ 2,136,439                           | \$ -                                     |                                 |
| Sales Tax Revenues                                | \$ 2,000,000                        | \$ 2,200,000                        | \$ 3,750,000                           | \$ 1,350,000                             |                                 |
| <b>Capital Fund Revenues</b>                      | <b>\$ 2,667,509</b>                 | <b>\$ 3,730,000</b>                 | <b>\$ 5,886,439</b>                    | <b>\$ 2,586,800</b>                      |                                 |
| Expenditures:                                     |                                     |                                     |  |  |                                 |
| 5339 - C Bus Purchase                             | \$ 754,935                          | \$ -                                | \$ -                                   | \$ 1,545,000                             |                                 |
| SB-267 Facility Purchases / Design / Construction | \$ 63,561                           | \$ 2,000,000                        | \$ 2,460,000                           | \$ 1,240,000                             |                                 |
| Housing Purchase                                  | \$ 1,768,790                        | \$ 1,600,000                        | \$ 1,001,762                           | \$ 1,900,000                             |                                 |
| Capital Improvements                              | \$ -                                | \$ -                                | \$ -                                   | \$ 570,000                               |                                 |
| <b>Capital Fund Expenditures</b>                  | <b>\$ 2,587,286</b>                 | <b>\$ 3,600,000</b>                 | <b>\$ 3,461,762</b>                    | <b>\$ 5,255,000</b>                      |                                 |
| <b>Ending Fund Balance</b>                        | <b>\$ 249,948</b>                   | <b>\$ 379,948</b>                   | <b>\$ 2,674,625</b>                    | <b>\$ 6,425</b>                          |                                 |
| <b>GVRTA Air Command Fund</b>                     |                                     |                                     |  |  |                                 |
| <b>2023 Budget</b>                                | <b>2021<br/>Actual</b>              | <b>2022<br/>Budget</b>              | <b>2022<br/>Projected</b>              | <b>2023 Budget<br/>Options A &amp; B</b> |                                 |
| <b>Beginning Fund Balance</b>                     | \$ 1,952,713                        | \$ 2,485,713                        | \$ 2,488,213                           | \$ 2,148,977                             |                                 |
| Revenues:   |                                     |                                     |  |  |                                 |
| Sales Tax Revenues                                | \$ 950,000                          | \$ 1,200,000                        | \$ 250,000                             | \$ 1,000,000                             |                                 |
| SCASD Grant                                       | \$ -                                | \$ 200,000                          | \$ -                                   | \$ 200,000                               |                                 |
| <b>RTA Air Command Fund Revenues</b>              | <b>\$ 950,000</b>                   | <b>\$ 1,400,000</b>                 | <b>\$ 250,000</b>                      | <b>\$ 1,200,000</b>                      |                                 |
| Expenditures:                                     |                                     |                                     |  |  |                                 |
| Airline Guarantees - Winter                       | \$ 300,000                          | \$ 740,380                          | \$ 351,236                             | \$ 781,000                               |                                 |
| Professional Services - Airplanners & RRC         | \$ 84,500                           | \$ 90,000                           | \$ 112,000                             | \$ 102,000                               |                                 |
| Contract with Airport for Airline Mechanic        | \$ 30,000                           | \$ 32,000                           | \$ 36,000                              | \$ 36,000                                |                                 |
| Airline Guarantees - Summer                       | \$ -                                | \$ 700,000                          | \$ 90,000                              | \$ 700,000                               |                                 |
| <b>RTA Air Command Fund Expenditures</b>          | <b>\$ 414,500</b>                   | <b>\$ 1,562,380</b>                 | <b>\$ 589,236</b>                      | <b>\$ 1,619,000</b>                      |                                 |
| <b>Ending Fund Balance</b>                        | <b>\$ 2,488,213</b>                 | <b>\$ 2,323,333</b>                 | <b>\$ 2,148,977</b>                    | <b>\$ 1,729,977</b>                      |                                 |
| <b>GVRTA Senior Transportation Fund</b>           |                                     |                                     |  |  |                                 |
| <b>2023 Budget</b>                                | <b>2021<br/>Actual</b>              | <b>2022<br/>Budget</b>              | <b>2022<br/>Projected</b>              | <b>2023 Budget<br/>Options A &amp; B</b> |                                 |
| <b>Beginning Fund Balance</b>                     | \$ 330,886                          | \$ 329,386                          | \$ 334,510                             | \$ 367,010                               |                                 |
| Revenues:   |                                     |                                     |  |  |                                 |
| Sales Tax Revenues                                | \$ 306,000                          | \$ 400,000                          | \$ 400,000                             | \$ 420,000                               |                                 |
| <b>Senior Transportation Fund Revenues</b>        | <b>\$ 306,000</b>                   | <b>\$ 400,000</b>                   | <b>\$ 400,000</b>                      | <b>\$ 420,000</b>                        |                                 |
| Expenditures:                                     |                                     |                                     |  |  |                                 |
| Capital Expenses                                  | \$ 39,362                           | \$ 70,000                           | \$ 77,500                              | \$ 120,000                               |                                 |
| Contracted Services                               | \$ 263,014                          | \$ 360,000                          | \$ 290,000                             | \$ 355,000                               |                                 |
| <b>Senior Transportation Fund Expenditures</b>    | <b>\$ 302,376</b>                   | <b>\$ 430,000</b>                   | <b>\$ 367,500</b>                      | <b>\$ 475,000</b>                        |                                 |
| <b>Ending Fund Balance</b>                        | <b>\$ 334,510</b>                   | <b>\$ 299,386</b>                   | <b>\$ 367,010</b>                      | <b>\$ 312,010</b>                        |                                 |
| <b>GVRTA Total Revenues and Expenditures</b>      |                                     |                                     |  |  |                                 |
| <b>2023 Budget</b>                                | <b>2021<br/>Actual</b>              | <b>2022<br/>Budget</b>              | <b>2022<br/>Projected</b>              | <b>2023 Budget<br/>Option A</b>          | <b>2023 Budget<br/>Option B</b> |
| <b>Beginning Fund Balance</b>                     | \$ 4,544,257                        | \$ 5,677,778                        | \$ 5,963,284                           | \$ 6,606,096                             | \$ 6,606,096                    |
| Revenues:   | \$ 7,269,443                        | \$ 7,380,018                        | \$ 8,346,974                           | \$ 7,828,418                             | \$ 7,828,418                    |
| Expenditures:                                     | \$ 5,850,416                        | \$ 8,552,480                        | \$ 7,704,162                           | \$ 10,881,960                            | \$ 11,461,960                   |
| <b>Ending Fund Balance</b>                        | <b>\$ 5,963,284</b>                 | <b>\$ 4,505,316</b>                 | <b>\$ 6,606,096</b>                    | <b>\$ 3,552,554</b>                      | <b>\$ 2,972,554</b>             |
| <b>GVRTA Summary of all Funds</b>                 |                                     |                                     |  |  |                                 |
| <b>2023 Budget</b>                                | <b>Year End<br/>2021<br/>Actual</b> | <b>Year End<br/>2022<br/>Budget</b> | <b>Year End<br/>2022<br/>Projected</b> | <b>2023 Budget<br/>Option A</b>          | <b>2023 Budget<br/>Option B</b> |
| <b>Fund Balances</b>                              |                                     |                                     |  |  |                                 |
| Unrestricted General Fund Balance                 | \$ 2,890,613                        | \$ 1,502,649                        | \$ 1,415,484                           | \$ 1,504,142                             | \$ 924,142                      |
| Capital Reserve Fund Balance                      | \$ 249,948                          | \$ 379,948                          | \$ 2,674,625                           | \$ 6,425                                 | \$ 6,425                        |
| Air Command Fund Balance                          | \$ 2,488,213                        | \$ 2,323,333                        | \$ 2,148,977                           | \$ 1,729,977                             | \$ 1,729,977                    |
| Senior Transportation Fund Balance                | \$ 334,510                          | \$ 299,386                          | \$ 367,010                             | \$ 312,010                               | \$ 312,010                      |
| <b>Total Fund Balance</b>                         | <b>\$ 5,963,284</b>                 | <b>\$ 4,505,316</b>                 | <b>\$ 6,606,096</b>                    | <b>\$ 3,552,554</b>                      | <b>\$ 2,972,554</b>             |



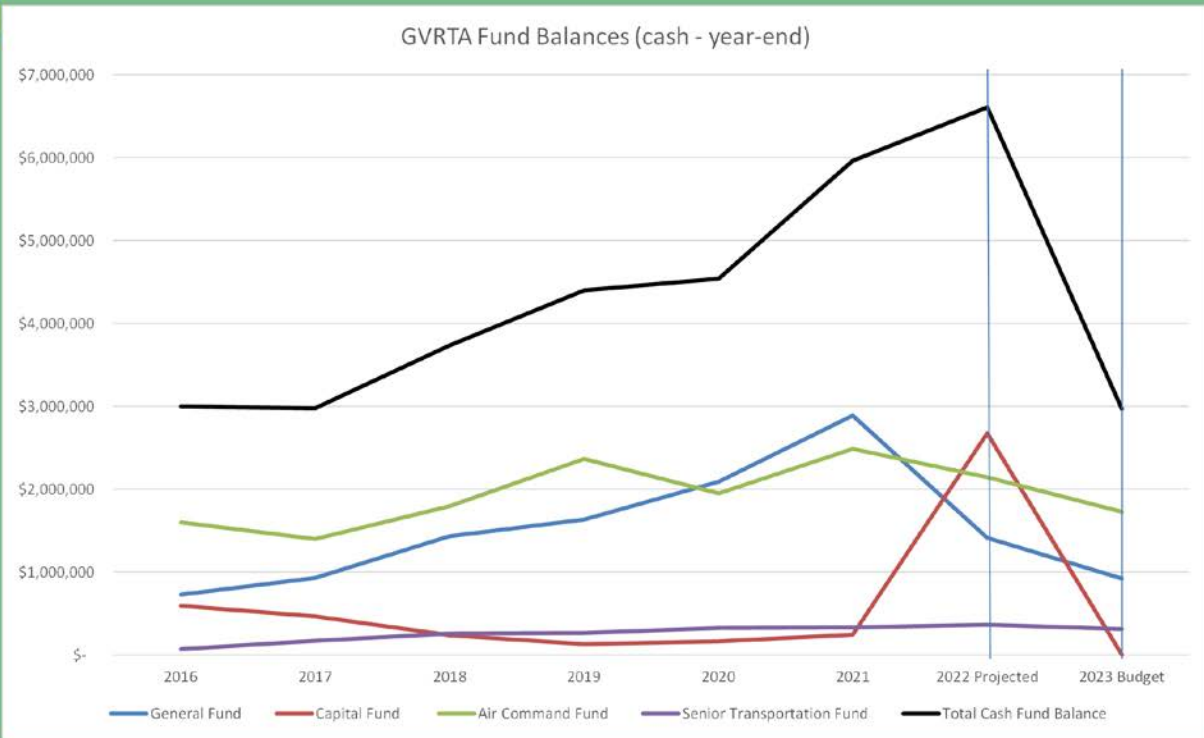
## Gunnison Valley Transportation Authority 2023 Budget Option A



\*For planning purposes only. Estimated values/costs of actual assets - Not accounting booked values.

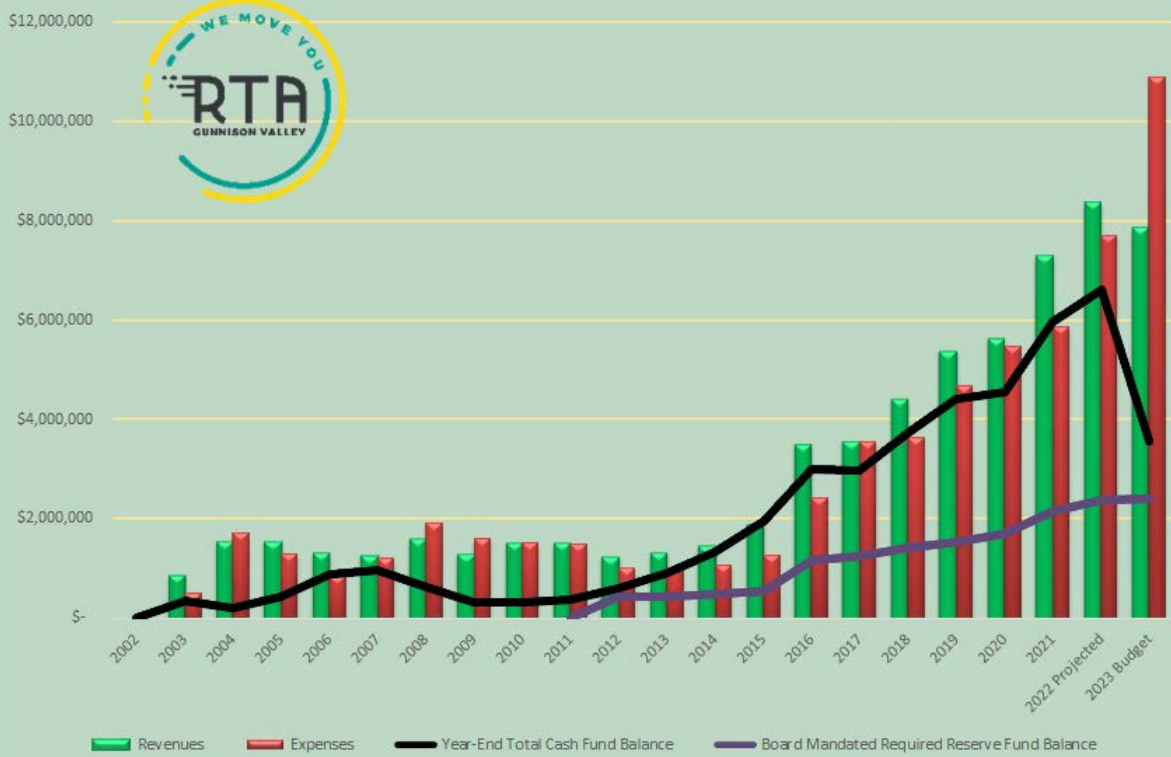


## Gunnison Valley Transportation Authority 2023 Budget Option B

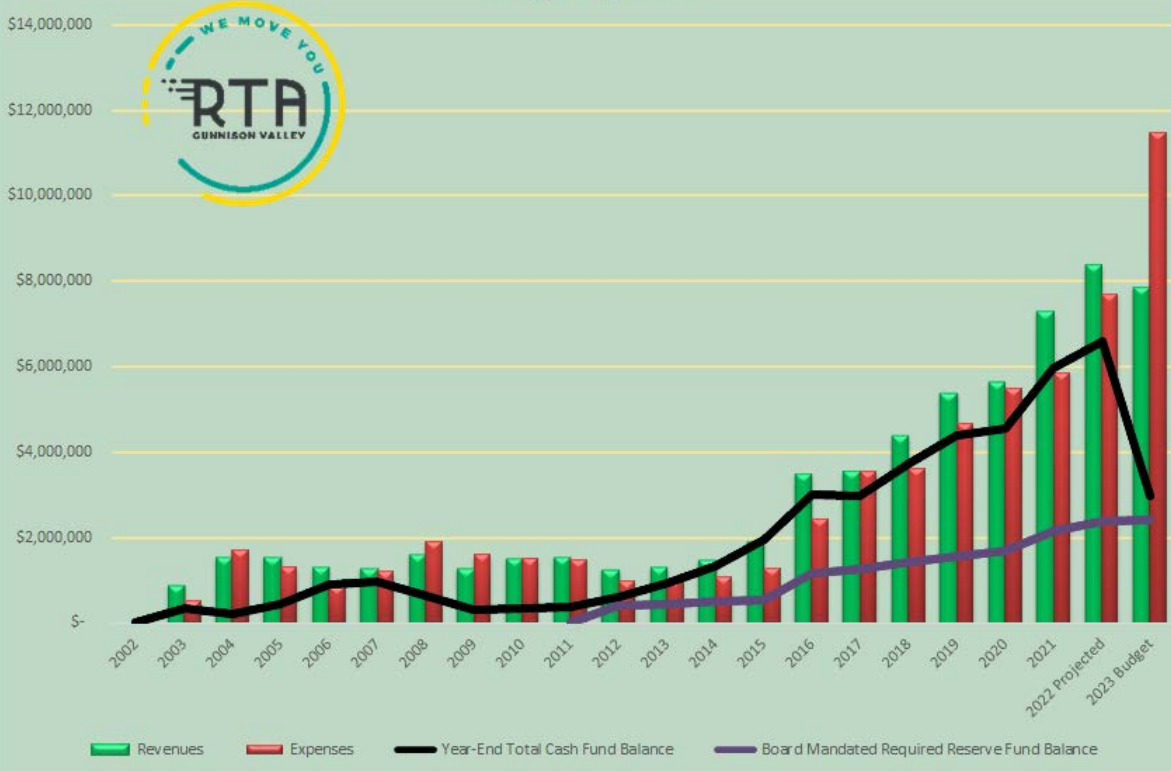


\*For planning purposes only. Estimated values/costs of actual assets - Not accounting booked values.

**GVRTA Revenues, Expenses, and Total Fund Balances by Year  
Budget Option A**



**GVRTA Revenues, Expenses, and Total Fund Balances by Year  
Budget Option B**



## GVRTA Current and Budgeted Facilities

| Land & Facilities             | Year completed | Final Total  |               |
|-------------------------------|----------------|--------------|---------------|
|                               |                | Cost         | Total Value   |
| Gunnison City Bus Shelters    | 2008           | \$ 6,000     | \$ 6,000      |
| Tall Texan Bus Stops          | 2018           | \$ 141,062   | \$ 147,062    |
| Ohio Creek Bus Stops          | 2018           | \$ 156,593   | \$ 303,655    |
| North Valley Bus Stops        | 2019           | \$ 465,997   | \$ 769,652    |
| 905 W. Evans Facility         | 2020           | \$ 1,109,879 | \$ 1,879,531  |
| Almont Bus Stops              | 2020           | \$ 170,800   | \$ 2,050,331  |
| Lazy K Five-Plex              | 2022           | \$ 1,789,501 | \$ 3,839,832  |
| Solstice Condominiums, Unit G | 2022           | \$ 601,051   | \$ 4,440,883  |
| Whetstone Storage Facility    | 2023           | \$ 4,289,418 | \$ 8,730,301  |
| West Denver Housing           | 2023           | \$ 2,280,000 | \$ 11,010,301 |
| Gunnison City Bus Shelters    | 2023           | \$ 150,000   | \$ 11,160,301 |
| 905 W. Evans Concrete Apron   | 2023           | \$ 300,000   | \$ 11,460,301 |



## **Gunnison Valley RTA –Five Year Financial Plan – for adoption by the Board of Directors November 4, 2022**

This Five-Year Financial Plan is intended to assist the Gunnison Valley RTA (GVRTA) Board of Directors and the community to ensure that we allocate our constrained resources to provide services and results that are in line with the community’s expectations while achieving long-term financial balance and accountability. This Five-Year Financial plan can assist by providing a tool for evaluating the fiscal implications of policy decisions and a process for publicly deliberating and making future budget choices.

By using this plan in budget development, we will better understand and communicate the GVRTA’s financial challenges and opportunities, better understand the trade-offs necessary to achieve financial balance, and assist in making financially sustainable decisions during the budget process.

The GVRTA is in a sound financial position. Sales tax revenue collections continue to be sustainable and we have received numerous grants for capital, transit operations and air service. Fund balances are at levels which can help to sustain the GVRTA in case of an economic downturn and we have been able to accelerate implementing our capital plan over the past few years. The GVRTA remains on a solid financial footing.

The plan on the next pages includes notes for revenues and for each fund. These notes include assumptions about the economy and the plan may need to be adjusted if revenue projections are not met.

The General Fund includes sustaining bus service at 2022-23 levels over the entire period. If revenues exceed projections, it is anticipated that these excess funds would flow to the general fund and that bus service schedules could be further increased.

The Capital Reserve Fund balance is projected to fluctuate as we continue to improve our fleet and facilities. After improvements are complete, the plan builds the fund balance in order to create a local match for future capital grants. Please note that the amount allocated to North-Valley Housing in 2025 has been reduced by \$400,000 to \$1,200,000 due to the increase in the cost of the Fading West project.

The Air Command Fund is planned to maintain a stable fund balance in order to be available to add new air service to the valley when appropriate. The Air Command fund balance is likely to increase beyond planned amounts as programs perform so that maximum payments under MRG contracts are not necessary.

The Senior Transportation Fund allows for continued senior services and the ability to replace vehicles and construct a storage facility in the future.



**This plan has two versions (Option A & Option B) for consideration.**

**Option A** is based upon the Board adopting Option A of the 2023 Budget earlier in the packet for this meeting. Option A provides 35 round-trips on our commuter bus service in the winter and 19 round-trips in the spring, summer, and fall.

**Option B** coincides with the Board adopting Option B of the 2023 Budget and includes 35 round-trips in the winter and 28 round-trips in the spring, summer, and fall.

Option B does not include building bus stops at the Hidden River intersection with Hwy 135 and brings fund balances down to the accepted minimum after five years.

This plan can and will change annually based upon current economic and GVRTA financial conditions.



Sales Tax Revenues:



**Gunnison Valley RTA - DRAFT Five-Year Financial Plan - Budget Option A  
For Adoption - November, 2022**

| <b>Gunnison Valley Transportation Authority<br/>DRAFT Five-Year Financial Plan</b> | <b>2022<br/>Budget</b> | <b>2022<br/>Projected</b> | <b>2023<br/>Budget</b> | <b>2024<br/>Planned</b> | <b>2025<br/>Planned</b> | <b>2026<br/>Planned</b> | <b>2027<br/>Planned</b> |
|--|------------------------|---------------------------|------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| <b>Sales Tax Revenues</b>  | \$ 5,322,000           | \$ 5,913,489              | \$ 6,002,000           | \$ 6,092,000            | \$ 6,183,000            | \$ 6,276,000            | \$ 6,370,000            |
| <b>Transfers</b>   |                        |                           |                        |                         |                         |                         |                         |
| Sales Tax to General Fund  | \$ 1,522,000           | \$ 1,513,489              | \$ 3,232,000           | \$ 3,922,000            | \$ 3,561,000            | \$ 3,551,000            | \$ 3,540,000            |
| Sales Tax to Capital Fund  | \$ 2,200,000           | \$ 3,750,000              | \$ 1,350,000           | \$ 650,000              | \$ 1,000,000            | \$ 1,000,000            | \$ 1,000,000            |
| Sales Tax to Air Command Fund  | \$ 1,200,000           | \$ 250,000                | \$ 1,000,000           | \$ 1,075,000            | \$ 1,150,000            | \$ 1,225,000            | \$ 1,300,000            |
| Sales Tax to Senior Transportation Fund  | \$ 400,000             | \$ 400,000                | \$ 420,000             | \$ 445,000              | \$ 472,000              | \$ 500,000              | \$ 530,000              |
| <b>Total Transfers</b>   | \$ 5,322,000           | \$ 5,913,489              | \$ 6,002,000           | \$ 6,092,000            | \$ 6,183,000            | \$ 6,276,000            | \$ 6,370,000            |

Notes on sales tax revenues and transfers:

- Sales tax is projected to increase 1.5% per year
- Transfers to the capital fund are set at \$1,350,000 in 2023 and adjusted as needed after
- Transfers to the air command fund are set at \$1,000,000 in 2023 and then increase by \$75,000 per year
- Transfers to the senior transportation fund set at \$420,000 in 2023 and increased by 6% per year
- Transfers to the general fund are the remainder of sales tax revenues after other transfers





| <b>GVRTA - General Fund</b>           |   |                     |                     |                     |                     |                     |                     |                     |
|---------------------------------------|---|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| <b>DRAFT Five-Year Financial Plan</b> |   | <b>2022</b>         | <b>2022</b>         | <b>2023</b>         | <b>2024</b>         | <b>2025</b>         | <b>2026</b>         | <b>2027</b>         |
|                                       |   | <b>Budget</b>       | <b>Projected</b>    | <b>Budget</b>       | <b>Planned</b>      | <b>Planned</b>      | <b>Planned</b>      | <b>Planned</b>      |
| <b>Beginning General Fund Balance</b> |   | <b>\$ 2,612,731</b> | <b>\$ 2,890,613</b> | <b>\$ 1,415,484</b> | <b>\$ 1,504,142</b> | <b>\$ 2,205,654</b> | <b>\$ 2,421,818</b> | <b>\$ 2,500,422</b> |
| Revenues:                             |   |                     |                     |                     |                     |                     |                     |                     |
|                                       | Sales Tax Revenues                              | \$ 1,522,000        | \$ 1,513,489        | \$ 3,232,000        | \$ 3,922,000        | \$ 3,561,000        | \$ 3,551,000        | \$ 3,540,000        |
|                                       | Sales Tax - Clerk                               | \$ 25,000           | \$ 34,000           | \$ 30,000           | \$ 30,000           | \$ 30,000           | \$ 30,000           | \$ 30,000           |
|                                       | Interest Charges                                | \$ 3,000            | \$ 2,000            | \$ 2,000            | \$ 2,000            | \$ 2,000            | \$ 2,000            | \$ 2,000            |
|                                       | Other Fines                                     | \$ 6,000            | \$ 14,000           | \$ 10,000           | \$ 10,000           | \$ 10,000           | \$ 10,000           | \$ 10,000           |
|                                       | Rental Income                                   | \$ 26,400           | \$ 32,000           | \$ 80,000           | \$ 124,000          | \$ 124,000          | \$ 124,000          | \$ 124,000          |
|                                       | Refund of Expenditures                          | \$ -                | \$ 47,183           | \$ -                | \$ -                | \$ -                | \$ -                | \$ -                |
|                                       | Earnings on Investments                         | \$ 25,000           | \$ (189,000)        | \$ 25,000           | \$ 25,000           | \$ 25,000           | \$ 25,000           | \$ 25,000           |
| 5311 A & O                            | FTA 5311 & CRRSAA Admin. & Operating Grant      | \$ 242,618          | \$ 356,863          | \$ 242,618          | \$ 247,470          | \$ 252,420          | \$ 257,468          | \$ 262,618          |
| <b>Total Revenues</b>                 |   | <b>\$ 1,850,018</b> | <b>\$ 1,810,535</b> | <b>\$ 3,621,618</b> | <b>\$ 4,360,470</b> | <b>\$ 4,004,420</b> | <b>\$ 3,999,468</b> | <b>\$ 3,993,618</b> |
| Expenditures:                         |   |                     |                     |                     |                     |                     |                     |                     |
|                                       | Postage   | \$ 100              | \$ 100              | \$ 100              | \$ 100              | \$ 100              | \$ 100              | \$ 100              |
|                                       | Photocopies                                     | \$ 100              | \$ -                | \$ -                | \$ -                | \$ -                | \$ -                | \$ -                |
|                                       | Equipment Under \$4,000                         | \$ 4,000            | \$ 4,000            | \$ 4,000            | \$ 4,000            | \$ 4,000            | \$ 4,000            | \$ 4,000            |
|                                       | Building Repair and Maintenance                 | \$ 30,000           | \$ 30,000           | \$ 30,000           | \$ 35,000           | \$ 40,000           | \$ 45,000           | \$ 50,000           |
|                                       | Travel - Transportation                         | \$ 8,000            | \$ 1,500            | \$ 8,000            | \$ 8,000            | \$ 8,000            | \$ 8,000            | \$ 8,000            |
|                                       | Travel - Meals                                  | \$ 6,000            | \$ 1,500            | \$ 6,000            | \$ 6,000            | \$ 6,000            | \$ 6,000            | \$ 6,000            |
|                                       | Travel - Lodging                                | \$ 6,000            | \$ 3,000            | \$ 6,000            | \$ 6,000            | \$ 6,000            | \$ 6,000            | \$ 6,000            |
|                                       | Legal Services                                  | \$ 8,000            | \$ 8,000            | \$ 8,000            | \$ 8,000            | \$ 8,000            | \$ 8,000            | \$ 8,000            |
|                                       | Contracted Temporary Help - Marcy & RAE         | \$ 12,000           | \$ 12,000           | \$ 12,000           | \$ 12,000           | \$ 12,000           | \$ 12,000           | \$ 12,000           |
|                                       | Contract Svcs - Morrison, Swiftly, Bus Stops    | \$ 60,000           | \$ 56,000           | \$ 62,000           | \$ 65,000           | \$ 68,000           | \$ 71,000           | \$ 74,000           |
|                                       | Management Services                             | \$ 90,000           | \$ 90,000           | \$ 93,600           | \$ 97,344           | \$ 101,238          | \$ 105,287          | \$ 109,499          |
|                                       | Meetings - Registrations                        | \$ 2,000            | \$ 750              | \$ 2,000            | \$ 2,000            | \$ 2,000            | \$ 2,000            | \$ 2,000            |
|                                       | State Fees                                      | \$ 34,000           | \$ 34,000           | \$ 34,000           | \$ 35,000           | \$ 36,000           | \$ 37,000           | \$ 38,000           |
|                                       | Treasurer's Fees                                | \$ 50,000           | \$ 67,000           | \$ 65,000           | \$ 67,000           | \$ 69,000           | \$ 71,000           | \$ 73,000           |
|                                       | Late Night Taxi Donation                        | \$ -                | \$ 30,000           | \$ 30,000           | \$ 32,000           | \$ 34,000           | \$ 36,000           | \$ 38,000           |
|                                       | Advertising, Notices, Public Outreach & Website | \$ 20,000           | \$ 12,000           | \$ 20,000           | \$ 22,500           | \$ 25,000           | \$ 27,500           | \$ 30,000           |
|                                       | Dues & Memberships (CASTA & Whetstone POA)      | \$ 14,000           | \$ 10,000           | \$ 20,000           | \$ 22,000           | \$ 24,000           | \$ 26,000           | \$ 28,000           |
|                                       | Auditing  | \$ 7,600            | \$ 8,014            | \$ 8,500            | \$ 8,900            | \$ 9,300            | \$ 9,700            | \$ 10,100           |
|                                       | Insurance & Bonds                               | \$ 11,500           | \$ 14,000           | \$ 18,000           | \$ 20,000           | \$ 21,000           | \$ 22,000           | \$ 23,000           |
|                                       | Utilites  | \$ -                | \$ 2,000            | \$ 14,400           | \$ 14,400           | \$ 14,400           | \$ 14,400           | \$ 14,400           |
|                                       | Investment Commissions/Fees                     | \$ 100              | \$ 100              | \$ 100              | \$ 100              | \$ 100              | \$ 100              | \$ 100              |
|                                       | Transfer to County General Fund                 | \$ 11,700           | \$ 11,700           | \$ 12,660           | \$ 13,270           | \$ 13,880           | \$ 14,490           | \$ 15,100           |
| 5311 - A                              | Management Services                             | \$ 90,000           | \$ 90,000           | \$ 93,600           | \$ 97,344           | \$ 101,238          | \$ 105,287          | \$ 109,499          |
| 5311 - O                              | Diesel Fuel                                     | \$ 80,000           | \$ 110,000          | \$ 125,000          | \$ 129,000          | \$ 133,000          | \$ 137,000          | \$ 141,000          |
| 5311 - O                              | CNG Fuel  | \$ 225,000          | \$ 260,000          | \$ 315,000          | \$ 324,000          | \$ 334,000          | \$ 344,000          | \$ 354,000          |
| 5311 - O                              | Repair & Maintenance - Vehicles                 | \$ 270,000          | \$ 450,000          | \$ 420,000          | \$ 441,000          | \$ 463,000          | \$ 486,000          | \$ 510,000          |
| 5311 - O                              | Purchased Transportation Services               | \$ 1,920,000        | \$ 1,980,000        | \$ 2,125,000        | \$ 2,189,000        | \$ 2,255,000        | \$ 2,323,000        | \$ 2,393,000        |
| 5311 A&O                              | <i>Subtotal of 5311 Grant Activities</i>        | <i>\$ 2,585,000</i> | <i>\$ 2,890,000</i> | <i>\$ 3,078,600</i> | <i>\$ 3,180,344</i> | <i>\$ 3,286,238</i> | <i>\$ 3,395,287</i> | <i>\$ 3,507,499</i> |
| <b>Total Expenditures</b>             |   | <b>\$ 2,960,100</b> | <b>\$ 3,285,664</b> | <b>\$ 3,532,960</b> | <b>\$ 3,658,958</b> | <b>\$ 3,788,256</b> | <b>\$ 3,920,865</b> | <b>\$ 4,056,798</b> |
| <b>Ending General Fund Balance</b>    |   | <b>\$ 1,502,649</b> | <b>\$ 1,415,484</b> | <b>\$ 1,504,142</b> | <b>\$ 2,205,654</b> | <b>\$ 2,421,818</b> | <b>\$ 2,500,422</b> | <b>\$ 2,437,242</b> |



Notes on the general fund:

- Sales tax equals total sales tax revenues less transfers to other funds
- 5311 A&O grant is projected to grow slightly over the period
- 5311 A&O grant activities are the expenses eligible to be included in applications for grant contracts with CDOT
- Bus service is planned at 35 round-trips in the winter and 19 in the spring, summer, and fall throughout the time period
  - service levels could change based upon revenues
- Contract with Alpine Express increases based upon CPI and is projected at 9% in 2023 and then 3% per year
- Fuel costs increase at 3% per year
- Contract for management services increases at 4% per year
- Other items are either flat or increase nominally

| <b>GVRTA Capital Reserve Fund<br/>DRAFT Five-Year Financial Plan</b> | <b>2022<br/>Budget</b> | <b>2022<br/>Projected</b> | <b>2023<br/>Budget</b> | <b>2024<br/>Planned</b> | <b>2025<br/>Planned</b> | <b>2026<br/>Planned</b> | <b>2027<br/>Planned</b> |
|--|------------------------|---------------------------|------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| <b>Beginning Fund Balance</b>  | <b>\$ 249,948</b>      | <b>\$ 249,948</b>         | <b>\$ 2,674,625</b>    | <b>\$ 6,425</b>         | <b>\$ 406,425</b>       | <b>\$ 21,425</b>        | <b>\$ 301,425</b>       |
| Revenues:  |                        |                           |                        |                         |                         |                         |                         |
| State and Federal Capital Grants                                     | \$ 1,530,000           | \$ 2,136,439              | \$ 1,236,800           | \$ -                    | \$ 740,000              | \$ 2,880,000            | \$ 780,000              |
| Sales Tax Revenues   | \$ 2,200,000           | \$ 3,750,000              | \$ 1,350,000           | \$ 650,000              | \$ 1,000,000            | \$ 1,000,000            | \$ 1,000,000            |
| <b>Capital Fund Revenues</b>   | <b>\$ 3,730,000</b>    | <b>\$ 5,886,439</b>       | <b>\$ 2,586,800</b>    | <b>\$ 650,000</b>       | <b>\$ 1,740,000</b>     | <b>\$ 3,880,000</b>     | <b>\$ 1,780,000</b>     |
| Expenditures:  |                        |                           |                        |                         |                         |                         |                         |
| Bus Purchases  | \$ -                   | \$ -                      | \$ 1,545,000           | \$ -                    | \$ 925,000              | \$ -                    | \$ 975,000              |
| Facility Purchases / Design / Construction                           | \$ 2,000,000           | \$ 2,460,000              | \$ 1,240,000           | \$ -                    | \$ -                    | \$ -                    | \$ -                    |
| Housing Purchase   | \$ 1,600,000           | \$ 1,001,762              | \$ 1,900,000           | \$ -                    | \$ 1,200,000            | \$ -                    | \$ -                    |
| Capital Improvements   | \$ -                   | \$ -                      | \$ 570,000             | \$ 250,000              | \$ -                    | \$ 3,600,000            | \$ -                    |
| <b>Capital Fund Expenditures</b>                                     | <b>\$ 3,600,000</b>    | <b>\$ 3,461,762</b>       | <b>\$ 5,255,000</b>    | <b>\$ 250,000</b>       | <b>\$ 2,125,000</b>     | <b>\$ 3,600,000</b>     | <b>\$ 975,000</b>       |
| <b>Ending Fund Balance</b>   | <b>\$ 379,948</b>      | <b>\$ 2,674,625</b>       | <b>\$ 6,425</b>        | <b>\$ 406,425</b>       | <b>\$ 21,425</b>        | <b>\$ 301,425</b>       | <b>\$ 1,106,425</b>     |

Notes on the capital reserve fund:

- Transfers to the capital fund are set at \$1,350,000 in 2023 and adjusted as needed after
- Improvements include:
  - 2022 - 2023 Storage Facility at Whetstone Industrial Park
  - 2022 - Purchase of Housing in Gunnison - Solstice Condominium
  - 2023 - Purchase of Housing in Gunnison - Fading West - \$1,900,000 plus \$380,000 deposit in 2022
  - 2023 - Adding shelters to Library, Safeway, Teller, and Spencer bus stops - \$150,000
  - 2023 - Concrete apron for 905 W. Evans - \$300,000
  - 2023 - Purchase of Bus Lifts and Tire Changer for Maintenance Facility - \$105,000
  - 2024 - Adding bus stops at Hidden River (mile marker 23 on Hwy 135) - \$250,000
  - 2025 - Purchase of housing in North Valley - \$1,200,000
  - 2025 - Purchase additional bus for expanded fleet (dependent upon receiving a grant award)
  - 2026 - Build Transit Center in Gunnison - 3,000 sq feet at \$1,200 per (\$1M grant awarded - dependent upon receiving another \$1.88M grant)
  - 2027 - Purchase additional bus for expanded fleet (dependent upon receiving a grant award)



| <b>GVRTA Air Command Fund</b><br>DRAFT Five-Year Financial Plan |  | 2022<br>Budget      | 2022<br>Projected   | 2023<br>Budget      | 2024<br>Planned     | 2025<br>Planned     | 2026<br>Planned     | 2027<br>Planned     |
|---|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| <b>Beginning Fund Balance</b>                                   |  | \$ 2,485,713        | \$ 2,488,213        | \$ 2,148,977        | \$ 1,729,977        | \$ 1,716,977        | \$ 1,778,977        | \$ 1,715,977        |
| Revenues:   |  |                     |                     |                     |                     |                     |                     |                     |
|   | Sales Tax Revenues                         | \$ 1,200,000        | \$ 250,000          | \$ 1,000,000        | \$ 1,075,000        | \$ 1,150,000        | \$ 1,225,000        | \$ 1,300,000        |
|   | SCASD Grant                                | \$ 200,000          | \$ -                | \$ 200,000          | \$ 200,000          | \$ 200,000          |                     |                     |
| <b>RTA Air Command Fund Revenues</b>                            |  | <b>\$ 1,400,000</b> | <b>\$ 250,000</b>   | <b>\$ 1,200,000</b> | <b>\$ 1,275,000</b> | <b>\$ 1,350,000</b> | <b>\$ 1,225,000</b> | <b>\$ 1,300,000</b> |
| Expenditures:   |  |                     |                     |                     |                     |                     |                     |                     |
|   | Airline Guarantees - Winter                | \$ 740,380          | \$ 351,236          | \$ 781,000          | \$ 750,000          | \$ 750,000          | \$ 750,000          | \$ 750,000          |
|   | Professional Services - Airplanners & RRC  | \$ 90,000           | \$ 112,000          | \$ 102,000          | \$ 102,000          | \$ 102,000          | \$ 102,000          | \$ 102,000          |
|   | Contract with Airport for Airline Mechanic | \$ 32,000           | \$ 36,000           | \$ 36,000           | \$ 36,000           | \$ 36,000           | \$ 36,000           | \$ 36,000           |
|   | Airline Guarantees - Summer                | \$ 700,000          | \$ 90,000           | \$ 700,000          | \$ 400,000          | \$ 400,000          | \$ 400,000          | \$ 400,000          |
| <b>RTA Air Command Fund Expenditures</b>                        |  | <b>\$ 1,562,380</b> | <b>\$ 589,236</b>   | <b>\$ 1,619,000</b> | <b>\$ 1,288,000</b> | <b>\$ 1,288,000</b> | <b>\$ 1,288,000</b> | <b>\$ 1,288,000</b> |
| <b>Ending Fund Balance</b>                                      |  | <b>\$ 2,323,333</b> | <b>\$ 2,148,977</b> | <b>\$ 1,729,977</b> | <b>\$ 1,716,977</b> | <b>\$ 1,778,977</b> | <b>\$ 1,715,977</b> | <b>\$ 1,727,977</b> |

Notes on the Air Command fund:

- Transfers to the air command fund are set at \$1,000,000 in 2023 and then increase by \$75,000 per year
- Winter MRG expenditures are set at \$750,000 each year
- Summer MRG expenditures are set at \$400,000 each year
- The Air Command Fund Balance is likely to increase beyond projections (assuming full MRG payments are not necessary)
- Increased Fund Balances can be used to expand to other markets in the future
- The Air Command will continue to make recommendations regarding future contracts
- The Air Command fund is very difficult to plan out this far

| <b>GVRTA Senior Transportation Fund</b><br>DRAFT Five-Year Financial Plan |                     | 2022<br>Budget    | 2022<br>Projected | 2023<br>Budget    | 2024<br>Planned   | 2025<br>Planned   | 2026<br>Planned   | 2027<br>Planned     |
|---|---------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------------|
| <b>Beginning Fund Balance</b>   |                     | \$ 329,386        | \$ 334,510        | \$ 367,010        | \$ 312,010        | \$ 386,010        | \$ 476,010        | \$ 583,010          |
| Revenues:   |                     |                   |                   |                   |                   |                   |                   |                     |
|   | Sales Tax Revenues  | \$ 400,000        | \$ 400,000        | \$ 420,000        | \$ 445,000        | \$ 472,000        | \$ 500,000        | \$ 530,000          |
| <b>Senior Transportation Fund Revenues</b>                                |                     | <b>\$ 400,000</b> | <b>\$ 400,000</b> | <b>\$ 420,000</b> | <b>\$ 445,000</b> | <b>\$ 472,000</b> | <b>\$ 500,000</b> | <b>\$ 530,000</b>   |
| Expenditures:   |                     |                   |                   |                   |                   |                   |                   |                     |
|   | Capital Expenses    | \$ 70,000         | \$ 77,500         | \$ 120,000        | \$ -              | \$ -              | \$ -              | \$ 650,000          |
|   | Contracted Services | \$ 360,000        | \$ 290,000        | \$ 355,000        | \$ 371,000        | \$ 382,000        | \$ 393,000        | \$ 405,000          |
| <b>Senior Transportation Fund Expenditures</b>                            |                     | <b>\$ 430,000</b> | <b>\$ 367,500</b> | <b>\$ 475,000</b> | <b>\$ 371,000</b> | <b>\$ 382,000</b> | <b>\$ 393,000</b> | <b>\$ 1,055,000</b> |
| <b>Ending Fund Balance</b>  |                     | <b>\$ 299,386</b> | <b>\$ 367,010</b> | <b>\$ 312,010</b> | <b>\$ 386,010</b> | <b>\$ 476,010</b> | <b>\$ 583,010</b> | <b>\$ 58,010</b>    |

Notes on the senior transportation fund:

- Transfers to the senior transportation fund set at \$420,000 in 2023 and increased by 6% per year
- Contracted expenses increase by 3% per year
- Capital expenses include bus/van purchases in 2022 and 2023 and a Gunnison bus storage facility expansion in 2027



| <b>RTA Total Revenues and Expenditures<br/>DRAFT Five-Year Financial Plan</b> | <b>2022<br/>Budget</b> | <b>2022<br/>Projected</b> | <b>2023<br/>Budget</b> | <b>2024<br/>Planned</b> | <b>2025<br/>Planned</b> | <b>2026<br/>Planned</b> | <b>2027<br/>Planned</b> |
|---|------------------------|---------------------------|------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| <b>Beginning Fund Balance</b>   | \$ 5,677,778           | \$ 5,963,284              | \$ 6,606,096           | \$ 3,552,554            | \$ 4,715,066            | \$ 4,698,230            | \$ 5,100,834            |
| Revenues:   | \$ 7,380,018           | \$ 8,346,974              | \$ 7,828,418           | \$ 6,730,470            | \$ 7,566,420            | \$ 9,604,468            | \$ 7,603,618            |
| Expenditures:   | \$ 8,552,480           | \$ 7,704,162              | \$ 10,881,960          | \$ 5,567,958            | \$ 7,583,256            | \$ 9,201,865            | \$ 7,374,798            |
| <b>Ending Fund Balance</b>  | <b>\$ 4,505,316</b>    | <b>\$ 6,606,096</b>       | <b>\$ 3,552,554</b>    | <b>\$ 4,715,066</b>     | <b>\$ 4,698,230</b>     | <b>\$ 5,100,834</b>     | <b>\$ 5,329,654</b>     |

| <b>RTA Summary of all Funds<br/>DRAFT Five-Year Financial Plan<br/>Fund Balances - Year End</b> | <b>2022<br/>Budget</b> | <b>2022<br/>Projected</b> | <b>2023<br/>Budget</b> | <b>2024<br/>Planned</b> | <b>2025<br/>Planned</b> | <b>2026<br/>Planned</b> | <b>2027<br/>Planned</b> |
|---|------------------------|---------------------------|------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Unrestricted General Fund Balance   | \$ 1,502,649           | \$ 1,415,484              | \$ 1,504,142           | \$ 2,205,654            | \$ 2,421,818            | \$ 2,500,422            | \$ 2,437,242            |
| Capital Reserve Fund Balance  | \$ 379,948             | \$ 2,674,625              | \$ 6,425               | \$ 406,425              | \$ 21,425               | \$ 301,425              | \$ 1,106,425            |
| Air Command Fund Balance  | \$ 2,323,333           | \$ 2,148,977              | \$ 1,729,977           | \$ 1,716,977            | \$ 1,778,977            | \$ 1,715,977            | \$ 1,727,977            |
| Senior Transportation Fund Balance  | \$ 299,386             | \$ 367,010                | \$ 312,010             | \$ 386,010              | \$ 476,010              | \$ 583,010              | \$ 58,010               |
| <b>Total Fund Balance</b>   | <b>\$ 4,505,316</b>    | <b>\$ 6,606,096</b>       | <b>\$ 3,552,554</b>    | <b>\$ 4,715,066</b>     | <b>\$ 4,698,230</b>     | <b>\$ 5,100,834</b>     | <b>\$ 5,329,654</b>     |

Notes on fund balances:

The senior transportation fund must be kept whole

- Additional funds may be allocated to the senior fund, but transfers out of the senior fund are not allowed per the ballot language

The Board of Directors may transfer funds between the other funds

The Board of Directors has adopted a fund balance policy that includes a guideline that 40% of annual sales tax revenue should be kept in an unrestricted fund

- Projected sales tax revenue in 2022 requires that we maintain a total unrestricted fund balance c \$ 2,365,396

- Total unrestricted fund balance at end of 2023 is budgeted to be: \$ 3,240,544



**Gunnison Valley RTA - DRAFT Five-Year Financial Plan - Budget Option B  
For Adoption - November, 2022**

| <b>Gunnison Valley Transportation Authority<br/>DRAFT Five-Year Financial Plan</b> | <b>2022<br/>Budget</b> | <b>2022<br/>Projected</b> | <b>2023<br/>Budget</b> | <b>2024<br/>Planned</b> | <b>2025<br/>Planned</b> | <b>2026<br/>Planned</b> | <b>2027<br/>Planned</b> |
|--|------------------------|---------------------------|------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| <b>Sales Tax Revenues</b>  | <b>\$ 5,322,000</b>    | <b>\$ 5,913,489</b>       | <b>\$ 6,002,000</b>    | <b>\$ 6,092,000</b>     | <b>\$ 6,183,000</b>     | <b>\$ 6,276,000</b>     | <b>\$ 6,370,000</b>     |
| <b>Transfers</b>   |                        |                           |                        |                         |                         |                         |                         |
| Sales Tax to General Fund  | \$ 1,522,000           | \$ 1,513,489              | \$ 3,232,000           | \$ 3,922,000            | \$ 3,761,000            | \$ 3,851,000            | \$ 4,340,000            |
| Sales Tax to Capital Fund  | \$ 2,200,000           | \$ 3,750,000              | \$ 1,350,000           | \$ 650,000              | \$ 800,000              | \$ 700,000              | \$ 200,000              |
| Sales Tax to Air Command Fund  | \$ 1,200,000           | \$ 250,000                | \$ 1,000,000           | \$ 1,075,000            | \$ 1,150,000            | \$ 1,225,000            | \$ 1,300,000            |
| Sales Tax to Senior Transportation Fund  | \$ 400,000             | \$ 400,000                | \$ 420,000             | \$ 445,000              | \$ 472,000              | \$ 500,000              | \$ 530,000              |
| <b>Total Transfers</b>   | <b>\$ 5,322,000</b>    | <b>\$ 5,913,489</b>       | <b>\$ 6,002,000</b>    | <b>\$ 6,092,000</b>     | <b>\$ 6,183,000</b>     | <b>\$ 6,276,000</b>     | <b>\$ 6,370,000</b>     |

Notes on sales tax revenues and transfers:

Sales tax is projected to increase 1.5% per year

Transfers to the capital fund are set at \$1,350,000 in 2023 and adjusted as needed after

Transfers to the air command fund are set at \$1,000,000 in 2023 and then increase by \$75,000 per year

Transfers to the senior transportation fund set at \$420,000 in 2023 and increased by 6% per year

Transfers to the general fund are the remainder of sales tax revenues after other transfers



| GVRTA - General Fund<br>DRAFT Five-Year Financial Plan |   | 2022<br>Budget      | 2022<br>Projected   | 28 Trips<br>2023<br>Budget | 28 Trips<br>2024<br>Planned | 28 Trips<br>2025<br>Planned | 28 Trips<br>2026<br>Planned | 28 Trips<br>2027<br>Planned |
|--|---|---------------------|---------------------|----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| <b>Beginning General Fund Balance</b>                  |   | <b>\$ 2,612,731</b> | <b>\$ 2,890,613</b> | <b>\$ 1,415,484</b>        | <b>\$ 924,142</b>           | <b>\$ 1,026,654</b>         | <b>\$ 824,818</b>           | <b>\$ 565,422</b>           |
| Revenues:  |   |                     |                     |                            |                             |                             |                             |                             |
|  | Sales Tax Revenues                                    | \$ 1,522,000        | \$ 1,513,489        | \$ 3,232,000               | \$ 3,922,000                | \$ 3,761,000                | \$ 3,851,000                | \$ 4,340,000                |
|  | Sales Tax - Clerk                                     | \$ 25,000           | \$ 34,000           | \$ 30,000                  | \$ 30,000                   | \$ 30,000                   | \$ 30,000                   | \$ 30,000                   |
|  | Interest Charges                                      | \$ 3,000            | \$ 2,000            | \$ 2,000                   | \$ 2,000                    | \$ 2,000                    | \$ 2,000                    | \$ 2,000                    |
|  | Other Fines   | \$ 6,000            | \$ 14,000           | \$ 10,000                  | \$ 10,000                   | \$ 10,000                   | \$ 10,000                   | \$ 10,000                   |
|  | Rental Income   | \$ 26,400           | \$ 32,000           | \$ 80,000                  | \$ 124,000                  | \$ 124,000                  | \$ 124,000                  | \$ 124,000                  |
|  | Refund of Expenditures                                | \$ -                | \$ 47,183           | \$ -                       | \$ -                        | \$ -                        | \$ -                        | \$ -                        |
|  | Earnings on Investments                               | \$ 25,000           | \$ (189,000)        | \$ 25,000                  | \$ 25,000                   | \$ 25,000                   | \$ 25,000                   | \$ 25,000                   |
|  | 5311 A & O FTA 5311 & CRRSAA Admin. & Operating Grant | \$ 242,618          | \$ 356,863          | \$ 242,618                 | \$ 247,470                  | \$ 252,420                  | \$ 257,468                  | \$ 262,618                  |
| <b>Total Revenues</b>                                  |   | <b>\$ 1,850,018</b> | <b>\$ 1,810,535</b> | <b>\$ 3,621,618</b>        | <b>\$ 4,360,470</b>         | <b>\$ 4,204,420</b>         | <b>\$ 4,299,468</b>         | <b>\$ 4,793,618</b>         |
| Expenditures:  |   |                     |                     |                            |                             |                             |                             |                             |
|  | Postage   | \$ 100              | \$ 100              | \$ 100                     | \$ 100                      | \$ 100                      | \$ 100                      | \$ 100                      |
|  | Photocopies   | \$ 100              | \$ -                | \$ -                       | \$ -                        | \$ -                        | \$ -                        | \$ -                        |
|  | Equipment Under \$4,000                               | \$ 4,000            | \$ 4,000            | \$ 4,000                   | \$ 4,000                    | \$ 4,000                    | \$ 4,000                    | \$ 4,000                    |
|  | Building Repair and Maintenance                       | \$ 30,000           | \$ 30,000           | \$ 30,000                  | \$ 35,000                   | \$ 40,000                   | \$ 45,000                   | \$ 50,000                   |
|  | Travel - Transportation                               | \$ 8,000            | \$ 1,500            | \$ 8,000                   | \$ 8,000                    | \$ 8,000                    | \$ 8,000                    | \$ 8,000                    |
|  | Travel - Meals  | \$ 6,000            | \$ 1,500            | \$ 6,000                   | \$ 6,000                    | \$ 6,000                    | \$ 6,000                    | \$ 6,000                    |
|  | Travel - Lodging                                      | \$ 6,000            | \$ 3,000            | \$ 6,000                   | \$ 6,000                    | \$ 6,000                    | \$ 6,000                    | \$ 6,000                    |
|  | Legal Services  | \$ 8,000            | \$ 8,000            | \$ 8,000                   | \$ 8,000                    | \$ 8,000                    | \$ 8,000                    | \$ 8,000                    |
|  | Contracted Temporary Help - Marcy & RAE               | \$ 12,000           | \$ 12,000           | \$ 12,000                  | \$ 12,000                   | \$ 12,000                   | \$ 12,000                   | \$ 12,000                   |
|  | Contract Svcs - Morrison, Swiftly, Bus Stops          | \$ 60,000           | \$ 56,000           | \$ 62,000                  | \$ 65,000                   | \$ 68,000                   | \$ 71,000                   | \$ 74,000                   |
|  | Management Services                                   | \$ 90,000           | \$ 90,000           | \$ 93,600                  | \$ 97,344                   | \$ 101,238                  | \$ 105,287                  | \$ 109,499                  |
|  | Meetings - Registrations                              | \$ 2,000            | \$ 750              | \$ 2,000                   | \$ 2,000                    | \$ 2,000                    | \$ 2,000                    | \$ 2,000                    |
|  | State Fees  | \$ 34,000           | \$ 34,000           | \$ 34,000                  | \$ 35,000                   | \$ 36,000                   | \$ 37,000                   | \$ 38,000                   |
|  | Treasurer's Fees                                      | \$ 50,000           | \$ 67,000           | \$ 65,000                  | \$ 67,000                   | \$ 69,000                   | \$ 71,000                   | \$ 73,000                   |
|  | Late Night Taxi Donation                              | \$ -                | \$ 30,000           | \$ 30,000                  | \$ 32,000                   | \$ 34,000                   | \$ 36,000                   | \$ 38,000                   |
|  | Advertising, Notices, Public Outreach & Website       | \$ 20,000           | \$ 12,000           | \$ 20,000                  | \$ 22,500                   | \$ 25,000                   | \$ 27,500                   | \$ 30,000                   |
|  | Dues & Memberships (CASTA & Whetstone POA)            | \$ 14,000           | \$ 10,000           | \$ 20,000                  | \$ 22,000                   | \$ 24,000                   | \$ 26,000                   | \$ 28,000                   |
|  | Auditing  | \$ 7,600            | \$ 8,014            | \$ 8,500                   | \$ 8,900                    | \$ 9,300                    | \$ 9,700                    | \$ 10,100                   |
|  | Insurance & Bonds                                     | \$ 11,500           | \$ 14,000           | \$ 18,000                  | \$ 20,000                   | \$ 21,000                   | \$ 22,000                   | \$ 23,000                   |
|  | Utilities   | \$ -                | \$ 2,000            | \$ 14,400                  | \$ 14,400                   | \$ 14,400                   | \$ 14,400                   | \$ 14,400                   |
|  | Investment Commissions/Fees                           | \$ 100              | \$ 100              | \$ 100                     | \$ 100                      | \$ 100                      | \$ 100                      | \$ 100                      |
|  | Transfer to County General Fund                       | \$ 11,700           | \$ 11,700           | \$ 12,660                  | \$ 13,270                   | \$ 13,880                   | \$ 14,490                   | \$ 15,100                   |
| 5311 - A   | Management Services                                   | \$ 90,000           | \$ 90,000           | \$ 93,600                  | \$ 97,344                   | \$ 101,238                  | \$ 105,287                  | \$ 109,499                  |
| 5311 - O   | Diesel Fuel   | \$ 80,000           | \$ 110,000          | \$ 125,000                 | \$ 129,000                  | \$ 133,000                  | \$ 137,000                  | \$ 141,000                  |
| 5311 - O   | CNG Fuel  | \$ 225,000          | \$ 260,000          | \$ 415,000                 | \$ 427,000                  | \$ 440,000                  | \$ 453,000                  | \$ 467,000                  |
| 5311 - O   | Repair & Maintenance - Vehicles                       | \$ 270,000          | \$ 450,000          | \$ 500,000                 | \$ 525,000                  | \$ 551,000                  | \$ 579,000                  | \$ 608,000                  |
| 5311 - O   | Purchased Transportation Services                     | \$ 1,920,000        | \$ 1,980,000        | \$ 2,525,000               | \$ 2,601,000                | \$ 2,679,000                | \$ 2,759,000                | \$ 2,842,000                |
| 5311 A&O   | <i>Subtotal of 5311 Grant Activities</i>              | <i>\$ 2,585,000</i> | <i>\$ 2,890,000</i> | <i>\$ 3,658,600</i>        | <i>\$ 3,779,344</i>         | <i>\$ 3,904,238</i>         | <i>\$ 4,033,287</i>         | <i>\$ 4,167,499</i>         |
| <b>Total Expenditures</b>                              |   | <b>\$ 2,960,100</b> | <b>\$ 3,285,664</b> | <b>\$ 4,112,960</b>        | <b>\$ 4,257,958</b>         | <b>\$ 4,406,256</b>         | <b>\$ 4,558,865</b>         | <b>\$ 4,716,798</b>         |
| <b>Ending General Fund Balance</b>                     |   | <b>\$ 1,502,649</b> | <b>\$ 1,415,484</b> | <b>\$ 924,142</b>          | <b>\$ 1,026,654</b>         | <b>\$ 824,818</b>           | <b>\$ 565,422</b>           | <b>\$ 642,242</b>           |



Notes on the general fund:

- Sales tax equals total sales tax revenues less transfers to other funds
- 5311 A&O grant is projected to grow slightly over the period
- 5311 A&O grant activities are the expenses eligible to be included in applications for grant contracts with CDOT
- Bus service is planned at 35 round-trips in the winter and 28 in the spring, summer, and fall throughout the time period
  - service levels could change based upon revenues
- Contract with Alpine Express increases based upon CPI and is projected at 9% in 2023 and then 3% per year
- Fuel costs increase at 3% per year
- Contract for management services increases at 4% per year
- Other items are either flat or increase nominally

| GVRTA Capital Reserve Fund<br>DRAFT Five-Year Financial Plan | 2022<br>Budget      | 2022<br>Projected   | 2023<br>Budget      | 2024<br>Planned   | 2025<br>Planned     | 2026<br>Planned     | 2027<br>Planned   |
|--|---------------------|---------------------|---------------------|-------------------|---------------------|---------------------|-------------------|
| <b>Beginning Fund Balance</b>                                | \$ 249,948          | \$ 249,948          | \$ 2,674,625        | \$ 6,425          | \$ 656,425          | \$ 71,425           | \$ 51,425         |
| Revenues:  |                     |                     |                     |                   |                     |                     |                   |
| State and Federal Capital Grants                             | \$ 1,530,000        | \$ 2,136,439        | \$ 1,236,800        | \$ -              | \$ 740,000          | \$ 2,880,000        | \$ 780,000        |
| Sales Tax Revenues   | \$ 2,200,000        | \$ 3,750,000        | \$ 1,350,000        | \$ 650,000        | \$ 800,000          | \$ 700,000          | \$ 200,000        |
| <b>Capital Fund Revenues</b>                                 | <b>\$ 3,730,000</b> | <b>\$ 5,886,439</b> | <b>\$ 2,586,800</b> | <b>\$ 650,000</b> | <b>\$ 1,540,000</b> | <b>\$ 3,580,000</b> | <b>\$ 980,000</b> |
| Expenditures:  |                     |                     |                     |                   |                     |                     |                   |
| Bus Purchases  | \$ -                | \$ -                | \$ 1,545,000        | \$ -              | \$ 925,000          | \$ -                | \$ 975,000        |
| Facility Purchases / Design / Construction                   | \$ 2,000,000        | \$ 2,460,000        | \$ 1,240,000        | \$ -              | \$ -                | \$ -                | \$ -              |
| Housing Purchase   | \$ 1,600,000        | \$ 1,001,762        | \$ 1,900,000        | \$ -              | \$ 1,200,000        | \$ -                | \$ -              |
| Capital Improvements   | \$ -                | \$ -                | \$ 570,000          | \$ -              | \$ -                | \$ 3,600,000        | \$ -              |
| <b>Capital Fund Expenditures</b>                             | <b>\$ 3,600,000</b> | <b>\$ 3,461,762</b> | <b>\$ 5,255,000</b> | <b>\$ -</b>       | <b>\$ 2,125,000</b> | <b>\$ 3,600,000</b> | <b>\$ 975,000</b> |
| <b>Ending Fund Balance</b>                                   | <b>\$ 379,948</b>   | <b>\$ 2,674,625</b> | <b>\$ 6,425</b>     | <b>\$ 656,425</b> | <b>\$ 71,425</b>    | <b>\$ 51,425</b>    | <b>\$ 56,425</b>  |

Notes on the capital reserve fund:

- Transfers to the capital fund are set at \$1,350,000 in 2023 and adjusted as needed after
- Improvements include:
  - 2022 - 2023 Storage Facility at Whetstone Industrial Park
  - 2022 - Purchase of Housing in Gunnison - Solstice Condominium
  - 2023 - Purchase of Housing in Gunnison - Fading West - \$1,900,000 plus \$380,000 deposit in 2022
  - 2023 - Adding shelters to Library, Safeway, Teller, and Spencer bus stops - \$150,000
  - 2023 - Concrete apron for 905 W. Evans - \$300,000
  - 2023 - Purchase of Bus Lifts and Tire Changer for Maintenance Facility - \$105,000
  - 2024 - Adding bus stops at Hidden River (mile marker 23 on Hwy 135) - Deleted
  - 2025 - Purchase of housing in North Valley - \$1,200,000
  - 2025 - Purchase additional bus for expanded fleet (dependent upon receiving a grant award)
  - 2026 - Build Transit Center in Gunnison - 3,000 sq feet at \$1,200 per (\$1M grant awarded - dependent upon receiving another \$1.88M grant)
  - 2027 - Purchase additional bus for expanded fleet (dependent upon receiving a grant award)



| <b>GVRTA Air Command Fund<br/>DRAFT Five-Year Financial Plan</b> |  | <b>2022<br/>Budget</b> | <b>2022<br/>Projected</b> | <b>2023<br/>Budget</b> | <b>2024<br/>Planned</b> | <b>2025<br/>Planned</b> | <b>2026<br/>Planned</b> | <b>2027<br/>Planned</b> |
|--|--|------------------------|---------------------------|------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| <b>Beginning Fund Balance</b>                                    |  | <b>\$ 2,485,713</b>    | <b>\$ 2,488,213</b>       | <b>\$ 2,148,977</b>    | <b>\$ 1,729,977</b>     | <b>\$ 1,716,977</b>     | <b>\$ 1,778,977</b>     | <b>\$ 1,715,977</b>     |
| Revenues:  |  |                        |                           |                        |                         |                         |                         |                         |
|  | Sales Tax Revenues                         | \$ 1,200,000           | \$ 250,000                | \$ 1,000,000           | \$ 1,075,000            | \$ 1,150,000            | \$ 1,225,000            | \$ 1,300,000            |
|  | SCASD Grant                                | \$ 200,000             | \$ -                      | \$ 200,000             | \$ 200,000              | \$ 200,000              |                         |                         |
| <b>RTA Air Command Fund Revenues</b>                             |  | <b>\$ 1,400,000</b>    | <b>\$ 250,000</b>         | <b>\$ 1,200,000</b>    | <b>\$ 1,275,000</b>     | <b>\$ 1,350,000</b>     | <b>\$ 1,225,000</b>     | <b>\$ 1,300,000</b>     |
| Expenditures:  |  |                        |                           |                        |                         |                         |                         |                         |
|  | Airline Guarantees - Winter                | \$ 740,380             | \$ 351,236                | \$ 781,000             | \$ 750,000              | \$ 750,000              | \$ 750,000              | \$ 750,000              |
|  | Professional Services - Airplanners & RRC  | \$ 90,000              | \$ 112,000                | \$ 102,000             | \$ 102,000              | \$ 102,000              | \$ 102,000              | \$ 102,000              |
|  | Contract with Airport for Airline Mechanic | \$ 32,000              | \$ 36,000                 | \$ 36,000              | \$ 36,000               | \$ 36,000               | \$ 36,000               | \$ 36,000               |
|  | Airline Guarantees - Summer                | \$ 700,000             | \$ 90,000                 | \$ 700,000             | \$ 400,000              | \$ 400,000              | \$ 400,000              | \$ 400,000              |
| <b>RTA Air Command Fund Expenditures</b>                         |  | <b>\$ 1,562,380</b>    | <b>\$ 589,236</b>         | <b>\$ 1,619,000</b>    | <b>\$ 1,288,000</b>     | <b>\$ 1,288,000</b>     | <b>\$ 1,288,000</b>     | <b>\$ 1,288,000</b>     |
| <b>Ending Fund Balance</b>                                       |  | <b>\$ 2,323,333</b>    | <b>\$ 2,148,977</b>       | <b>\$ 1,729,977</b>    | <b>\$ 1,716,977</b>     | <b>\$ 1,778,977</b>     | <b>\$ 1,715,977</b>     | <b>\$ 1,727,977</b>     |

Notes on the Air Command fund:

- Transfers to the air command fund are set at \$1,000,000 in 2023 and then increase by \$75,000 per year
- Winter MRG expenditures are set at \$750,000 each year
- Summer MRG expenditures are set at \$400,000 each year
- The Air Command Fund Balance is likely to increase beyond projections (assuming full MRG payments are not necessary)
- Increased Fund Balances can be used to expand to other markets in the future
- The Air Command will continue to make recommendations regarding future contracts
- The Air Command fund is very difficult to plan out this far

| <b>GVRTA Senior Transportation Fund<br/>DRAFT Five-Year Financial Plan</b> |                     | <b>2022<br/>Budget</b> | <b>2022<br/>Projected</b> | <b>2023<br/>Budget</b> | <b>2024<br/>Planned</b> | <b>2025<br/>Planned</b> | <b>2026<br/>Planned</b> | <b>2027<br/>Planned</b> |
|--|---------------------|------------------------|---------------------------|------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| <b>Beginning Fund Balance</b>  |                     | <b>\$ 329,386</b>      | <b>\$ 334,510</b>         | <b>\$ 367,010</b>      | <b>\$ 312,010</b>       | <b>\$ 386,010</b>       | <b>\$ 476,010</b>       | <b>\$ 583,010</b>       |
| Revenues:  |                     |                        |                           |                        |                         |                         |                         |                         |
|  | Sales Tax Revenues  | \$ 400,000             | \$ 400,000                | \$ 420,000             | \$ 445,000              | \$ 472,000              | \$ 500,000              | \$ 530,000              |
| <b>Senior Transportation Fund Revenues</b>                                 |                     | <b>\$ 400,000</b>      | <b>\$ 400,000</b>         | <b>\$ 420,000</b>      | <b>\$ 445,000</b>       | <b>\$ 472,000</b>       | <b>\$ 500,000</b>       | <b>\$ 530,000</b>       |
| Expenditures:  |                     |                        |                           |                        |                         |                         |                         |                         |
|  | Capital Expenses    | \$ 70,000              | \$ 77,500                 | \$ 120,000             | \$ -                    | \$ -                    | \$ -                    | \$ 650,000              |
|  | Contracted Services | \$ 360,000             | \$ 290,000                | \$ 355,000             | \$ 371,000              | \$ 382,000              | \$ 393,000              | \$ 405,000              |
| <b>Senior Transportation Fund Expenditures</b>                             |                     | <b>\$ 430,000</b>      | <b>\$ 367,500</b>         | <b>\$ 475,000</b>      | <b>\$ 371,000</b>       | <b>\$ 382,000</b>       | <b>\$ 393,000</b>       | <b>\$ 1,055,000</b>     |
| <b>Ending Fund Balance</b>   |                     | <b>\$ 299,386</b>      | <b>\$ 367,010</b>         | <b>\$ 312,010</b>      | <b>\$ 386,010</b>       | <b>\$ 476,010</b>       | <b>\$ 583,010</b>       | <b>\$ 58,010</b>        |

Notes on the senior transportation fund:

- Transfers to the senior transportation fund set at \$420,000 in 2023 and increased by 6% per year
- Contracted expenses increase by 3% per year
- Capital expenses include bus/van purchases in 2022 and 2023 and a Gunnison bus storage facility expansion in 2027





| <b>RTA Total Revenues and Expenditures<br/>DRAFT Five-Year Financial Plan</b> | <b>2022<br/>Budget</b> | <b>2022<br/>Projected</b> | <b>2023<br/>Budget</b> | <b>2024<br/>Planned</b> | <b>2025<br/>Planned</b> | <b>2026<br/>Planned</b> | <b>2027<br/>Planned</b> |
|---|------------------------|---------------------------|------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| <b>Beginning Fund Balance</b>   | \$ 5,677,778           | \$ 5,963,284              | \$ 6,606,096           | \$ 2,972,554            | \$ 3,786,066            | \$ 3,151,230            | \$ 2,915,834            |
| Revenues:   | \$ 7,380,018           | \$ 8,346,974              | \$ 7,828,418           | \$ 6,730,470            | \$ 7,566,420            | \$ 9,604,468            | \$ 7,603,618            |
| Expenditures:   | \$ 8,552,480           | \$ 7,704,162              | \$ 11,461,960          | \$ 5,916,958            | \$ 8,201,256            | \$ 9,839,865            | \$ 8,034,798            |
| <b>Ending Fund Balance</b>  | <b>\$ 4,505,316</b>    | <b>\$ 6,606,096</b>       | <b>\$ 2,972,554</b>    | <b>\$ 3,786,066</b>     | <b>\$ 3,151,230</b>     | <b>\$ 2,915,834</b>     | <b>\$ 2,484,654</b>     |

| <b>RTA Summary of all Funds<br/>DRAFT Five-Year Financial Plan<br/>Fund Balances - Year End</b> | <b>2022<br/>Budget</b> | <b>2022<br/>Projected</b> | <b>2023<br/>Budget</b> | <b>2024<br/>Planned</b> | <b>2025<br/>Planned</b> | <b>2026<br/>Planned</b> | <b>2027<br/>Planned</b> |
|---|------------------------|---------------------------|------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Unrestricted General Fund Balance   | \$ 1,502,649           | \$ 1,415,484              | \$ 924,142             | \$ 1,026,654            | \$ 824,818              | \$ 565,422              | \$ 642,242              |
| Capital Reserve Fund Balance  | \$ 379,948             | \$ 2,674,625              | \$ 6,425               | \$ 656,425              | \$ 71,425               | \$ 51,425               | \$ 56,425               |
| Air Command Fund Balance  | \$ 2,323,333           | \$ 2,148,977              | \$ 1,729,977           | \$ 1,716,977            | \$ 1,778,977            | \$ 1,715,977            | \$ 1,727,977            |
| Senior Transportation Fund Balance  | \$ 299,386             | \$ 367,010                | \$ 312,010             | \$ 386,010              | \$ 476,010              | \$ 583,010              | \$ 58,010               |
| <b>Total Fund Balance</b>   | <b>\$ 4,505,316</b>    | <b>\$ 6,606,096</b>       | <b>\$ 2,972,554</b>    | <b>\$ 3,786,066</b>     | <b>\$ 3,151,230</b>     | <b>\$ 2,915,834</b>     | <b>\$ 2,484,654</b>     |

Notes on fund balances:

The senior transportation fund must be kept whole

- Additional funds may be allocated to the senior fund, but transfers out of the senior fund are not allowed per the ballot language

The Board of Directors may transfer funds between the other funds

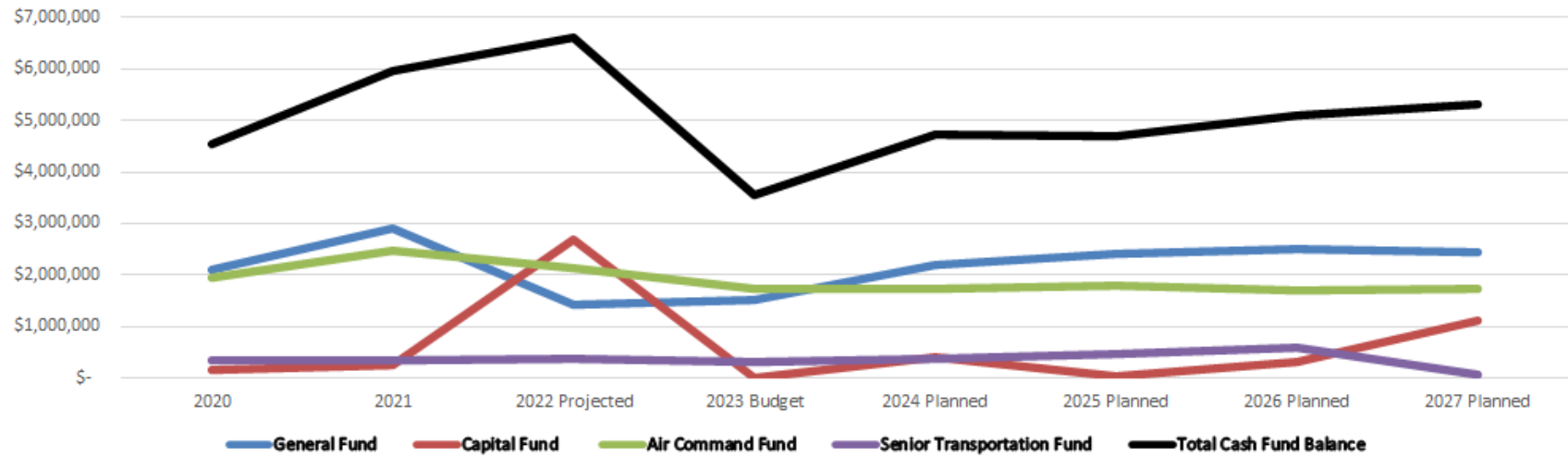
The Board of Directors has adopted a fund balance policy that includes a guideline that 40% of annual sales tax revenue should be kept in an unrestricted fund

- Projected sales tax revenue in 2022 requires that we maintain a total unrestricted fund balance c \$ 2,365,396

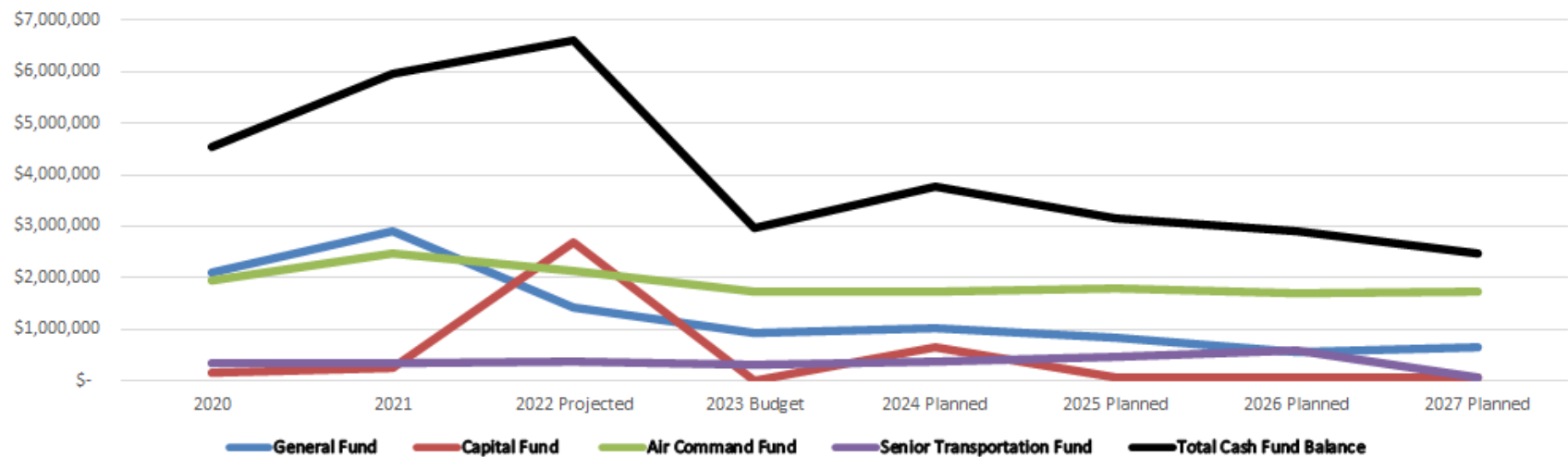
- Total unrestricted fund balance at end of 2023 is budgeted to be: \$ 2,660,544

### Cash Flow Study – Option A vs. Option B

#### GVRTA Fund Balances (cash - year-end) - Budget Option A



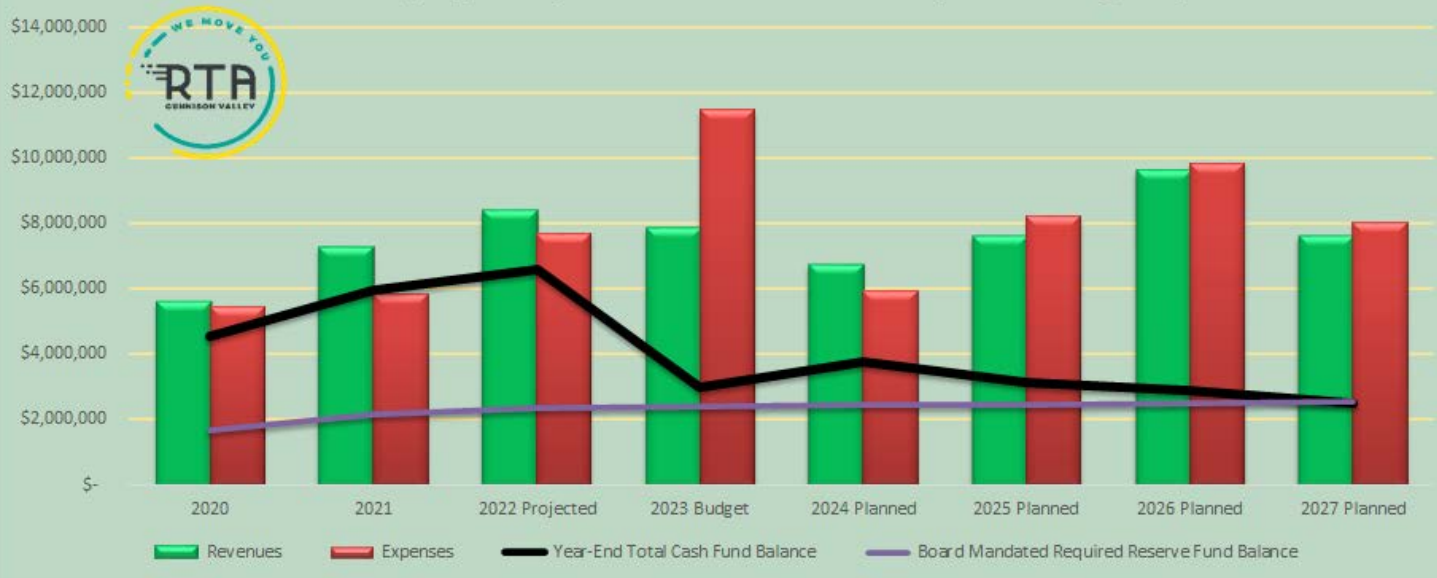
#### GVRTA Fund Balances (cash - year-end) - Budget Option B



**GVRTA Revenues, Expenses, and Total Fund Balances by Year - Budget Option A**



**GVRTA Revenues, Expenses, and Total Fund Balances by Year - Budget Option B**





### Actual, Projected and Planned Costs of Buildings and Facilities

| Land & Facilities             | Year completed | Final Total  |               |
|-------------------------------|----------------|--------------|---------------|
|                               |                | Cost         | Total Value   |
| Gunnison City Bus Shelters    | 2008           | \$ 6,000     | \$ 6,000      |
| Tall Texan Bus Stops          | 2018           | \$ 141,062   | \$ 147,062    |
| Ohio Creek Bus Stops          | 2018           | \$ 156,593   | \$ 303,655    |
| North Valley Bus Stops        | 2019           | \$ 465,997   | \$ 769,652    |
| 905 W. Evans Facility         | 2020           | \$ 1,109,879 | \$ 1,879,531  |
| Almont Bus Stops              | 2020           | \$ 170,800   | \$ 2,050,331  |
| Lazy K Five-Plex              | 2022           | \$ 1,789,501 | \$ 3,839,832  |
| Solstice Condominiums, Unit G | 2022           | \$ 601,051   | \$ 4,440,883  |
| Whetstone Storage Facility    | 2023           | \$ 4,289,418 | \$ 8,730,301  |
| West Denver Housing           | 2023           | \$ 2,280,000 | \$ 11,010,301 |
| Gunnison City Bus Shelters    | 2023           | \$ 150,000   | \$ 11,160,301 |
| 905 W. Evans Concrete Apron   | 2023           | \$ 300,000   | \$ 11,460,301 |
| Hidden River Bus Stops        | 2024           | \$ 250,000   | \$ 11,710,301 |
| North Valley Housing          | 2025           | \$ 1,200,000 | \$ 12,910,301 |
| Gunnison Transit Center       | 2026           | \$ 3,600,000 | \$ 16,510,301 |
| GVH Senior Bus Barn           | 2027           | \$ 650,000   | \$ 17,160,301 |

### Projected and Planned Depreciated Value of Bus Fleet

| Bus Values     | Total        | 504        | 505        | 506        | 503        | 502        | 501        | 500        | 507        | 508        | 509        | 510        | 511        |
|----------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 2021           | \$ 4,103,020 | \$ 332,991 | \$ 325,643 | \$ 434,474 | \$ 497,179 | \$ 565,990 | \$ 565,990 | \$ 657,274 | \$ 723,479 |            |            |            |            |
| 2022 Projected | \$ 3,654,116 | \$ 288,592 | \$ 282,224 | \$ 376,544 | \$ 438,687 | \$ 506,412 | \$ 506,412 | \$ 594,676 | \$ 660,568 |            |            |            |            |
| 2023 Budget    | \$ 4,686,795 | \$ 244,193 | \$ 238,805 | \$ 318,614 | \$ 380,196 | \$ 446,834 | \$ 446,834 | \$ 532,079 | \$ 597,657 | \$ 740,792 | \$ 740,792 |            |            |
| 2024 Planned   | \$ 3,980,224 | \$ 199,795 | \$ 195,386 | \$ 260,684 | \$ 321,704 | \$ 387,256 | \$ 387,256 | \$ 469,481 | \$ 534,745 | \$ 611,958 | \$ 611,958 |            |            |
| 2025 Planned   | \$ 4,160,112 | \$ 155,396 | \$ 151,967 | \$ 202,754 | \$ 263,212 | \$ 327,678 | \$ 327,678 | \$ 406,884 | \$ 471,834 | \$ 483,125 | \$ 483,125 | \$ 886,458 |            |
| 2026 Planned   | \$ 3,376,457 | \$ 110,997 | \$ 108,548 | \$ 144,824 | \$ 204,721 | \$ 268,100 | \$ 268,100 | \$ 344,286 | \$ 408,923 | \$ 354,292 | \$ 354,292 | \$ 809,375 |            |
| 2027 Planned   | \$ 3,527,178 | \$ 66,598  | \$ 65,129  | \$ 86,894  | \$ 146,229 | \$ 208,522 | \$ 208,522 | \$ 281,689 | \$ 346,012 | \$ 225,458 | \$ 225,458 | \$ 732,292 | \$ 934,375 |

Proposed 2023 GVRTA Board of Directors Meeting Dates:

| <b>Meeting Dates - Gunnison Valley RTA Board of Directors</b> |   |
|---|---|
| <b>January 6, 2023</b>  | 8:00 AM Crested Butte Town Offices - Council Room       |
| <b>February 10, 2023</b>                                      | 8:00 AM Gunnison County Courthouse - Commisioners' Room |
| <b>March 24, 2023</b>   | 8:00 AM Crested Butte Town Offices - Council Room       |
| <b>May 5, 2023</b>  | 8:00 AM Gunnison County Courthouse - Commisioners' Room |
| <b>June 16, 2023</b>  | 8:00 AM Crested Butte Town Offices - Council Room       |
| <b>August 11, 2023</b>  | 8:00 AM Gunnison County Courthouse - Commisioners' Room |
| <b>September 15, 2023</b>                                     | 8:00 AM Crested Butte Town Offices - Council Room       |
| <b>November 3, 2023</b>                                       | 8:00 AM Gunnison County Courthouse - Commisioners' Room |
| <b>December 8, 2023</b>                                       | 8:00 AM Crested Butte Town Offices - Council Room       |

# 2020 Airport Economic Impact Report

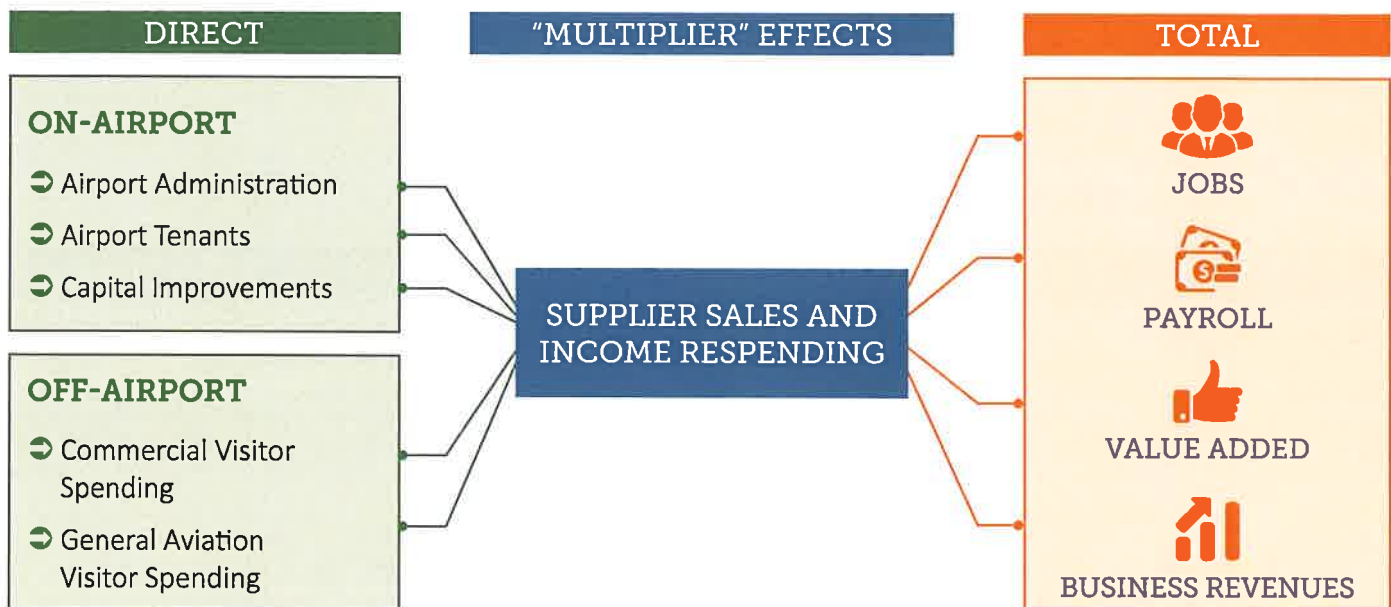
Gunnison-Crested Butte Regional (GUC)



January 2020

Colorado has a robust public-use airport system that supports and contributes to Colorado's state and regional economies. All airports in the system provide important job centers and gateways for out-of-state visitors to reach all parts of Colorado. The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of Gunnison-Crested Butte Regional and all airports in the state using the following methodology:

## Calculation of Total Impacts by Measure



## Economic Impact Measures

The economic impacts of each airport are defined using the following economic measures:

**Jobs:** Jobs are the total number of persons employed, regardless of whether they are full time or part time.

**Payroll:** Payroll is defined as total employment compensation, including wages and other benefits (e.g. health care insurance payments, retirement contributions, etc.). This is also known as “labor income” or “total compensation”.

**Value Added:** Value added measures the economic productivity of each aviation-related business establishment, calculated as business revenues earned minus the costs of purchasing goods and services from other businesses. Value added reflects a company's or industry's contribution to Colorado's Gross Regional (or State) Product (a local concept synonymous with Gross Domestic Product). It includes all labor compensation, profits, and business taxes paid.

**Business Revenues:** Business revenues incorporate expenditures needed to administer airports, sales of goods and services by airport tenants, budget expenditures by public sector agencies located on airports, the cost of capital expenditures, and visitor spending in Colorado's hospitality-related sectors. This is also commonly referred to as business “output” or sales.

For more information on the Colorado Aviation Economic Impact Study (CEIS), visit our webpage at:

<https://www.coloradoaviationsystem.com/ceis/>



## Individual Airport Impacts

Gunnison-Crested Butte Regional is one of 14 commercial service airports contributing to the state’s aviation economic impacts. The components that comprise the total economic impacts for GUC are summarized below.

Visitors travel to Colorado on commercial flights and general aviation (GA) aircraft to do business and visit our state. Visitor Spending measures the sum of commercial passenger and GA visitor impacts.

### Annual On-Airport Economic Impacts for GUC

|                   | Direct       | Supplier Sales | Income Re-Spending |
|-------------------|--------------|----------------|--------------------|
| Jobs              | 192          | 71             | 98                 |
| Payroll           | \$11,433,000 | \$4,465,000    | \$4,694,000        |
| Value Added       | \$13,213,000 | \$6,197,000    | \$8,491,000        |
| Business Revenues | \$25,826,000 | \$10,311,000   | \$14,299,000       |

### Annual Off-Airport Visitor Spending Economic Impacts for GUC

|                   | Direct       | Supplier Sales | Income Re-Spending |
|-------------------|--------------|----------------|--------------------|
| Jobs              | 477          | 94             | 122                |
| Payroll           | \$13,018,000 | \$5,401,000    | \$5,846,000        |
| Value Added       | \$23,867,000 | \$8,750,000    | \$10,565,000       |
| Business Revenues | \$38,813,000 | \$14,830,000   | \$17,799,000       |

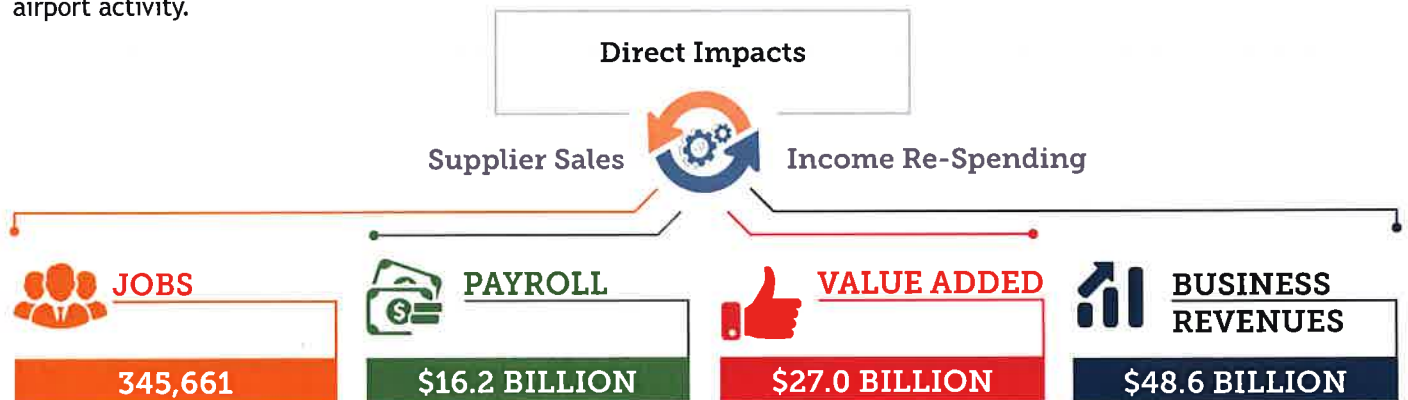
## Gunnison-Crested Butte Regional’s Total Impacts

|                     | Jobs         | Payroll                | Value Added            | Business Revenues       |
|---------------------|--------------|------------------------|------------------------|-------------------------|
| On-Airport Activity | 361          | \$20,592,000           | \$27,901,000           | \$50,436,000            |
| Visitor Spending    | 693          | \$24,265,000           | \$43,182,000           | \$71,442,000            |
| <b>Total</b>        | <b>1,054</b> | <b>\$44.86 Million</b> | <b>\$71.08 Million</b> | <b>\$121.88 Million</b> |

Columns may not add due to rounding.

## Total Statewide Economic Impacts

Each individual airport contributes to the statewide economic impacts that result from on- and off-airport activities. In addition to the on-airport and visitor components, the state benefits from the activity that is generated as a result of air cargo. These statewide benefits represent aviation’s economic contribution to Colorado’s economy. Beyond these quantifiable impacts, there are many more health, safety, and mobility benefits that are experienced due to airport activity.



For more information on the Colorado Aviation Economic Impact Study (CEIS), visit our webpage at:

<https://www.coloradoaviationsystem.com/ceis/>